

RESOLUTION NO. 2025-38

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH
RECOMMENDED SPEED LIMITS; AND AUTHORIZE STAFF TO REVIEW
COMMENTS FROM CITY COUNCIL AND RETURN THE SURVEY
RECOMMENDATIONS FOR FINAL ACCEPTANCE ON MAY 20, 2025

WHEREAS, California Vehicle Code (CVC) section 40802b requires that Engineering and Traffic Surveys for speed limits must be conducted once every five years by governing municipalities, and;

WHEREAS, in order for the speed limit on a collector or arterial street to be enforceable by the Police Department through the use of radar or other electronic device to measure speed, the speed limit must be set in accordance with an Engineering and Traffic Survey. The California Vehicle Code states that if a posted speed limit is not justified by a traffic and engineering survey, the City may not prove a violation of the posted limit by the use of radar or any other electronic device (CVC 40802) , and;

WHEREAS, on November 20, 2024, the City entered into a Service Agreement with the on-call traffic engineering firm Kimley Horn to conduct and draft an Engineering and Traffic Survey. This Engineering and Traffic Survey (E&TS) is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina, and;

WHEREAS, Engineering and traffic surveys (E&TS) for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria are met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC)*, and;

WHEREAS, in addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years, and;.

WHEREAS, the California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety, and;

WHEREAS, previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The draft speed limit recommendations for the 45 roadway segments are summarized in "**Exhibit A**". The entire report has been attached as "**Exhibit B**", and;

WHEREAS, at the regular meeting of May 1, 2025 the Public Works Commission received an information update on the 2025 Engineering & Traffic Survey. The Commission passed a 3 to 1 motion to recommend a further reduction of 5 mph for Street #4 (Del Monte – from Reservation to Beach) and to re-evaluate Streets #9 and 10 (Reservation – from Crescent to Salinas) for possibly a third segment between them, and;

WHEREAS, the CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately \$300 per location and approximately \$800 per road marking location. The estimated cost for new speed limit signs and road markings will be generated once the final speed limits are adopted into the Municipal Code and financed from Gas Tax/Street Funds for signs & supplies, and;

WHEREAS, the recommendations in Exhibit A shall be brought back to Council on May 20th for proposed adoption into the City's Municipal Code Section 10.60. This request is submitted for City Council consideration and possible action.

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

1. Approve the 2025 Engineering and Traffic Survey with recommended speed limits, and;
2. Authorize staff to review comments from City Council and return the Survey recommendations for final acceptance on May 20, 2025

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on May 6, 2025, by the following vote:

AYES, COUNCIL MEMBERS: McAdams, McCarthy, Biala, Visscher, Delgado

NOES, COUNCIL MEMBERS: None

ABSENT, COUNCIL MEMBERS: None

ABSTAIN, COUNCIL MEMBERS: None

ATTEST:

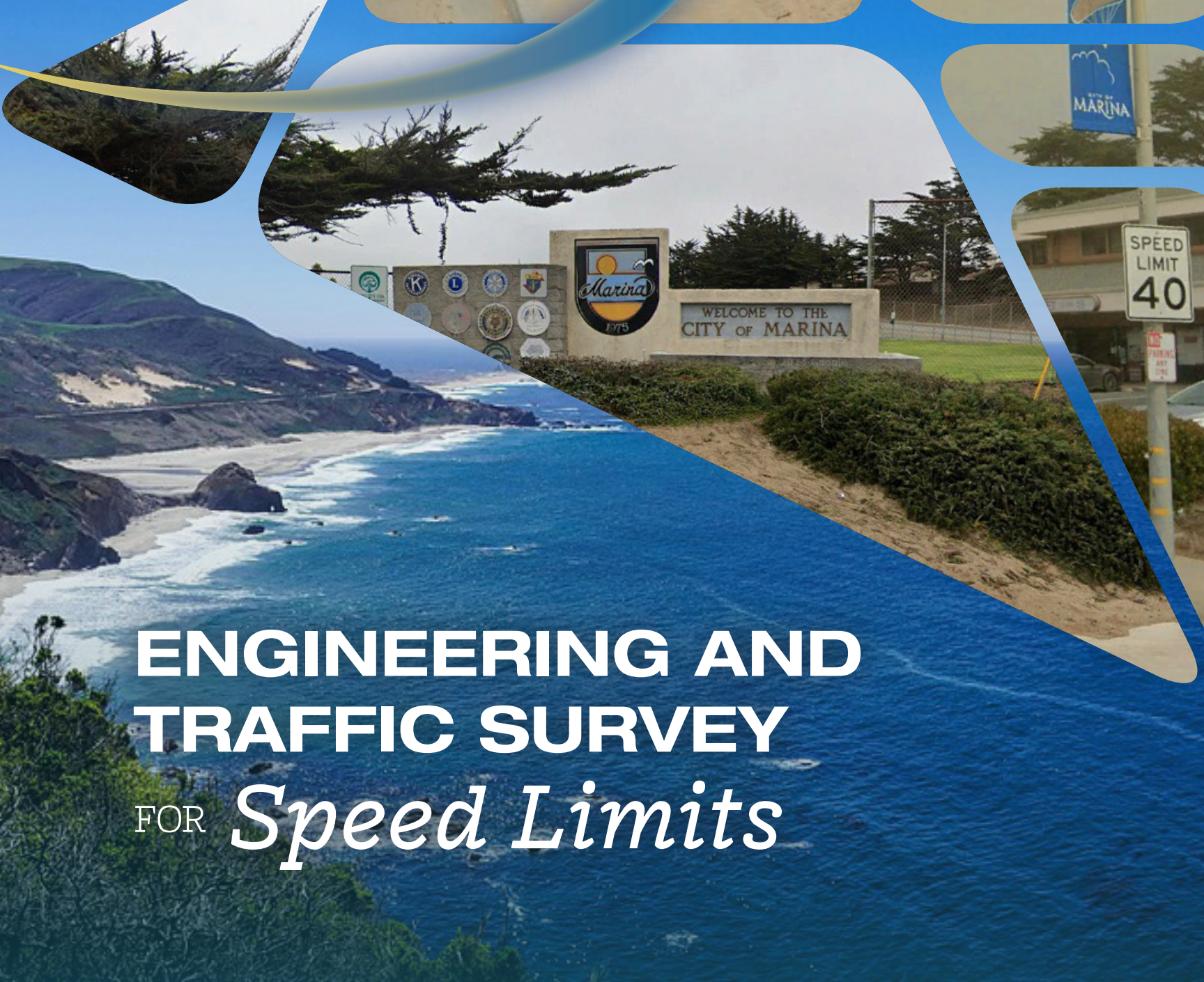
Bruce C. Delgado, Mayor

Anita Sharp, Deputy City Clerk

Table 1: City of Marina – Draft Speed Limit Recommendations

#	Street Name	Segment		Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Initial Recommended Speed Limit (MPH)	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)
		Limit 1	Limit 2									
1	Imjin Parkway	State Route 1	California Avenue	0.83	0.99	No	50	50	50	Yes	45	-5
2	Imjin Parkway	California Avenue	Reservation Road	0.44	1.07	No	25	39.15	N/A (See Note 1)	No	N/A (See Note 1)	
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	0.41	0.99	No	40	45.10	40	Yes	35	
4	Del Monte Boulevard	Reservation Road	Beach Road	0.00	0.99	No	40	42	35	No	35	-5
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	0.00	1.07	No	40	45.15	40	No	40	
6	Reservation Road	Dunes Drive	Beach Road	0.00	1.07	No	35	34	35	No	35	
7	Beach Road	Reservation Road	Del Monte Boulevard	0.46	1.07	No	30	33.15	30	No	30	
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	0.69	0.99	No	35	39	35	No	35	
9	Reservation Road	Crescent Avenue	California Avenue	0.21	0.99	No	40	43	40	No	40	
10	Reservation Road	California Avenue	Salinas Avenue	0.00	0.99	No	45	51	45	No	45	
11	Reservation Road	Salinas Avenue	Imjin Parkway	0.50	1.33	No	55	57	55	No	55	
12	Reservation Road	Imjin Parkway	Blanco Road	0.39	0.99	No	55	60.15	55	No	55	
13	8th Street	2nd Avenue	3rd Avenue	0.00	1.07	No	25	32.60	25	No	25	
14	8th Street	5th Avenue	Inter-Garrison Road	0.00	1.07	No	40	41	35	No	35	-5
15	9th Street	1st Avenue	2nd Avenue	0.00	1.07	No	30	31	25	No	25	-5
16	2nd Avenue	Divarty Street	8th Street	0.20	1.07	No	45	46	40	No	40	-5
17	2nd Avenue	8th Street	Imjin Parkway	0.27	1.07	No	35	36	35	No	35	
18	Beach Road	Reservation Road	Del Monte Boulevard	2.03	1.07	Yes	35	35	30	No	30	-5
19	De Forest Road	Beach Road	Reservation Road	2.09	1.07	Yes	30	36	30	No	30	
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	0.00	1.07	No	25	32	25	No	25	
21	Crescent Avenue	Reservation Road	Carmel Avenueue	0.86	1.07	No	30	36	30	No	30	
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	0.00	1.07	No	30	35	30	No	30	
23	Beach Road	Del Monte Boulevard	De Forest Road	0.00	1.07	No	30	28	25	No	25	-5
24	California Avenue	Reservation Road	Carmel Avenueue	0.52	1.07	No	30	37	30	No	30	
25	California Avenue	Carmel Avenue	Reindollar Avenue	0.00	1.07	No	25	32	30	No	30	5

Prepared for:



ENGINEERING AND TRAFFIC SURVEY FOR *Speed Limits*

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1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina. This survey was authorized by the City and independently conducted by the private consulting firm Kimley-Horn and Associates, Inc (Kimley-Horn).

Engineering and traffic surveys for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria is met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC)*. In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

The California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety.

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the 2023 California Vehicle Code defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

- (1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any

railway grade crossing where a human flag person is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those

signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists."¹

A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists."²

Section 22357(a) permits the establishment of speed limits greater than 25 mph upon street other than state highway, based on the following text:

"(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate

¹ California Legislative Information, California Law, [Vehicle Code](#), Division 1, Section 235, 2023.

² California Legislative Information, California Law, [Vehicle Code](#), Division 1, Section 515, 2023.

signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.”³

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or fourteen years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC (with added amendments as per AB-43):

“(a) A “speed trap is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by

³ California Legislative Information, California Law, Vehicle Code, Division 11. Chapter 7, Section 22357(a), 2023.

the Federal Highway Administration and maintained by the Department of Transportation. It may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

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

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign."

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

(4) For purposes of this section, "business activity district" means a section of highway described in subdivision(b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

"(c) (2) A "speed trap is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

B) (i)A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not

justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years. (II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.⁴

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

12af Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

12ag Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

12ah If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

Excerpts from the CVC are attached in the **Appendix A**.

⁴ California Legislative Information, California Law, [Vehicle Code](#), Division 17. Chapter 3, Section 40802, 2023.

1.2 Requirements and Methodology of an Engineering and Traffic Study

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe and are not dependent on the judgment of one or a few individuals.

The Engineering and Traffic Survey, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted which is considered in combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Study are outlined in the *2014 California MUTCD*. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the *2014 California MUTCD* to consider are defined in the following section.

2.0 SPEED SURVEY EVALUATION

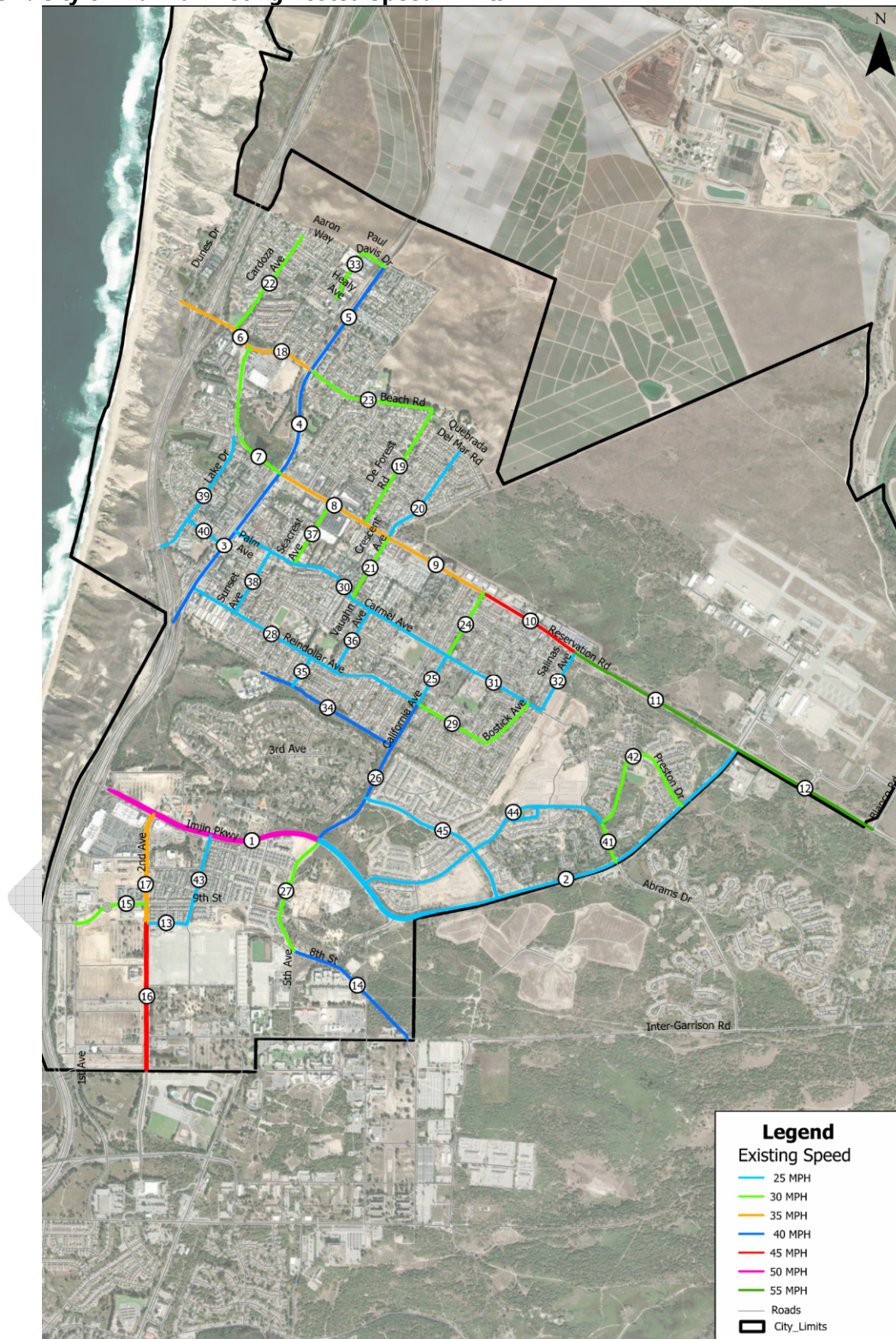
Forty-five (45) locations were evaluated by Kimley-Horn and included in this report. These roadway sections and limits of the sections are listed in **Table 1**. Also, Error! Reference source not found. shows the location of survey locations with their existing posted speed limits.

Table 1: Survey Locations and Limits Evaluated

S. No.	Street	Limit 1	Limit 2	Posted Speed Limit (mph)	85 th Percentile Speed (mph)
1	Imjin Parkway	State Route 1	California Avenue	50	50
2**	Imjin Parkway	California Avenue	Reservation Road	25	39.15
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	40	45.10
4	Del Monte Boulevard	Reservation Road	Beach Road	40	42
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	40	45.15
6	Reservation Road	Dunes Drive	Beach Road	35	34
7	Reservation Road	Beach Road	Del Monte Boulevard	30	33.15
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	35	39
9	Reservation Road	Crescent Avenue	California Avenue	45	43
10	Reservation Road	California Avenue	Salinas Avenue	45	51
11	Reservation Road	Salinas Avenue	Imjin Parkway	55	57
12	Reservation Road	Imjin Parkway	Blanco Road	55	60.15
13	8th Street	2nd Avenue	3rd Avenue	25	32.60
14	8th Street	5th Avenue	Inter-Garrison Road	40	41
15	9th Street	1st Avenue	2nd Avenue	30	31
16	2nd Avenue	Divarty Street	8th Street	45	46
17	2nd Avenue	8th Street	Imjin Parkway	35	36
18*	Beach Road	Reservation Road	Del Monte Boulevard	35	35
19	De Forest Road	Beach Road	Reservation Road	30	36
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	25	32
21	Crescent Avenue	Reservation Road	Carmel Avenue	30	36
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	30	35
23	Beach Road	Del Monte Boulevard	De Forest Road	30	28
24	California Avenue	Reservation Road	Carmel Avenue	30	37
25	California Avenue	Carmel Avenue	Reindollar Avenue	25	32
26	California Avenue	Reindollar Avenue	Imjin Parkway	40	45
27*	California Avenue	Imjin Parkway	8th Street	30	28
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	25	34

S. No.	Street	Limit 1	Limit 2	Posted Speed Limit (mph)	85 th Percentile Speed (mph)
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	30	33
30*	Carmel Avenue	Del Monte Boulevard	California Avenue	25	31
31*	Carmel Avenue	California Avenue	Salinas Avenue	25	29
32	Salinas Avenue	Carmel Avenue	Reservation Road	25	24
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	30	25
34	Patton Parkway	Marina High School	California Avenue	40	41
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	25	30
36*	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	25	29
37	Seacrest Avenue	Carmel Avenue	Reservation Road	30	31.15
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	25	31
39*	Lake Drive	Palm Avenue	Reservation Road	25	36
40*	Palm Avenue	Lake Drive	Del Monte Boulevard	25	28
41	Abrams Drive	Preston Drive	Imjin Parkway	30	34
42	Preston Drive	Abrams Drive	Imjin Parkway	30	29.15
43	3rd Avenue	Imjin Parkway	8th Street	25	27
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	25	35.15
45	Marina Heights Drive	California Avenue	Imjin Parkway	25	34
Notes: *- No posted speed limit sign exists in the field. Existing posted speed limit is per City Resolution No. 2020-54 **- Posted speed limit is 25 MPH due to on-going construction					

Figure 1: City of Marina Existing Posted Speed Limits



2.1 Field Review

Speed data was collected using manual radar surveys performed by a sub-consultant to Kimley-Horn, IDAX Data Solutions (IDAX). Each of the radar speed checks were made from an inconspicuously parked, unmarked vehicle or by a technician standing on the side of the road. An effort was made to ensure that the presence of the vehicle or technician in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into engineering software for analysis purposes. Chapter 2B of the *2014 California MUTCD* indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street. This may result in excessive survey periods for low volume roadways, but a survey should not contain less than 50 vehicles. In addition, average daily traffic volumes (ADT) and roadway widths were collected at all the locations.

Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below. The results of the field review for related roadway and traffic variables are summarized in the Engineering and Traffic Survey forms included in the **Appendix C**.

1. Segment length, width and alignment;
2. Level of pedestrian, bicycle, and truck activity
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, on-street parking, bike lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Pavement condition;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and,
11. Any other unusual conditions or hazards not readily apparent to the driver.

In addition to speed data collected by IDAX, field visit has been done by Kimley-Horn engineers at all forty-five locations to familiarize with the exiting conditions and better judgment for speed recommendations.

2.2 Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

1. **85th Percentile Speed.** The Critical Speed, or the 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.
2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.
3. **50th Percentile Speed.** The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
4. **15th Percentile Speed.** The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
5. **Percent of Vehicles in Pace Speed.** The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

2.3 2014 California MUTCD and CVC Guidance

Based on the 2014 California MUTCD, "When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2))"⁵.

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used.

Table 2B-104 (CA) in the MUTCD shows an example of rounding and additional speed reduction⁶.

In matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, the pace speed, roadside development and environment, pedestrian activity, and collision history. The following are some other factors to consider when establishing speed limits between adjacent street segments:

1. **Avoid Short Segments.** Short speed zones of less than ½ mile should be avoided, except in transition areas.
2. **Change in Roadway Conditions or Roadside Development.** Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

⁵ California Department of Transportation, 2014 California MUTCD, Chapter 2B, page 134, Revised January 6, 2023.

⁶ California Department of Transportation, 2014 California MUTCD, Chapter 2B, page 259, Revised February 6, 2023.

3. **Minimize Change in Speed between Adjacent Segments.** Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.
4. **Coordinate Speed Zoning with Adjacent Jurisdictions.**

Excerpts from the MUTCD are attached in the **Appendix B**.

2.4 Data Collection

Average Daily Traffic (ADT) data and radar speed surveys with calibrated radar gun were conducted by IDAX, during the month of December 2024 at all forty-five (45) study segments. An effort was made to ensure that the radar speed data is collected without affecting the speed of the vehicles traveling along the study segments. The radar speed data was collected on a typical day with fair-weather conditions. Kimley-Horn conducted field visits along each study segments to gather roadway characteristics, including but not limited to number of lanes in each direction, presence of uncontrolled crosswalk, on-street parking, sidewalks, driveways, horizontal/vertical curves, adjacent land uses, etc.

The ADT data was used to determine the accident rates and recommended speed limit for each study segments. Radar Speed Survey data and Average Daily Traffic (ADT) data is attached in **Appendix D** and **Appendix F**. The calibration certificate for the radar gun is attached in **Appendix E**.

2.5 Collision History

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was obtained from the City from January 2019 to December 2021. The collisions were reviewed and corridor related collisions, those not related to signalized intersections, signs, or alcohol and drug influence, were summarized for each segment. Based on the number of total collisions studied over the 3-year period and ADT counts, a collision rate per million vehicle miles was calculated for each segment. To provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of local roadways, the collision rates for each segment were compared to the statewide average rate listed in the *2021 Crash Data on California State Highways* (road miles, travel, collisions, collision rates) as listed in **Table 2**.

Table 2: 2022 California State Highways Collision Rates

Lane Type	Total Collision Rate Per Million Vehicle Miles (3-year rates for 2020, 2021, and 2022)
2&3 Lanes	1.07
4 lanes (undivided highway)	1.33
4 lanes (divided highway)	0.99

Because of the urban area of the City's Street network, crash rates for Urban (Inside City) from the *2021 Crash Data on California State Highways* was used.

The current collision rate for each segment was calculated using the formula below:

$$CR = \frac{N \times 10^6}{ADT \times 365 \times Y \times L}$$

- N – Total number of collisions along the study segment
- ADT – Average Daily Traffic along study segment
- L – Length of segment in miles
- Y – Number of years of collision data

The collision history for the Years 2020, 2021, and 2022 at the study segments is summarized in Error! Reference source not found. below:

Table 3: Collision History Summary at Study Segments (2020-2022)

#	Street Name	Limit 1	Limit 2	2020						2021						2022						2020, 2021, 2022 Collisions
				PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	
1	Imjin Parkway	State Route 1	California Avenue		4	2		1	7		2	1	1		4		9	1			10	21
2	Imjin Parkway	California Avenue	Reservation Road		4				4		3	4			7		3	3			6	17
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road		2				2		4				4		1	1	1		3	9
4	Del Monte Boulevard	Reservation Road	Beach Road						0						0						0	0
5	Del Monte Boulevard	Beach Road	Marina Greens Drive						0						0						0	0
6	Reservation Road	Dunes Drive	Beach Road						0						0						0	0
7	Reservation Road	Beach Road	Del Monte Boulevard						0						0		1				1	1
8	Reservation Road	Del Monte Boulevard	Crescent Avenue		2				2			1			1		2	1			3	6
9	Reservation Road	Crescent Avenue	California Avenue						0						0						0	0
10	Reservation Road	California Avenue	Salinas Avenue						0						0						0	0
11	Reservation Road	Salinas Avenue	Imjin Parkway						0						0		5				5	5
12	Reservation Road	Imjin Parkway	Blanco Road						0						0						0	0
13	8th Street	2nd Avenue	3rd Avenue						0						0						0	0
14	8th Street	5th Avenue	Inter-Garrison Road						0						0						0	0
15	9th Street	1st Avenue	2nd Avenue						0						0						0	0
16	2nd Avenue	Divarty Street	8th Street						0						0		1				1	1
17	2nd Avenue	8th Street	Imjin Parkway						0						0						0	0
18	Beach Road	Reservation Road	Del Monte Boulevard						0						0		1				1	1
19	De Forest Road	Beach Road	Reservation Road						0						0						0	0
20	Crescent Avenue	Quebrada Del Mar	Reservation Road						0						0						0	0
21	Crescent Avenue	Reservation Road	Carmel Avenue						0						0						0	0
22	Cardoza Avenue	Reservation Road	Aaron Way (End)						0						0						0	0
23	Beach Road	Del Monte Boulevard	De Forest Road						0						0						0	0
24	California Avenue	Reservation Road	Carmel Avenue						0						0						0	0
25	California Avenue	Carmel Avenue	Reindollar Avenue						0						0						0	0
26	California Avenue	Reindollar Avenue	Imjin Parkway						0						0		1				1	1
27	California Avenue	Imjin Parkway	8th Street						0						0						0	0
28	Reindollar Avenue	Del Monte Boulevard	California Avenue						0						0						0	0
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue						0						0						0	0
30	Carmel Avenue	Del Monte Boulevard	California Avenue						0						0			1			1	1
31	Carmel Avenue	California Avenue	Salinas Avenue						0						0						0	0
32	Salinas Avenue	Carmel Avenue	Reservation Road						0						0						0	0
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive						0						0						0	0
34	Patton Parkway	Marina High School	California Avenue						0						0						0	0
35	Crescent Avenue	Patton Parkway	Reindollar Avenue						0						0						0	0
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue						0						0						0	0
37	Seacrest Avenue	Carmel Avenue	Reservation Road						0						0			1			1	1
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue						0						0						0	0

#	Street Name	Limit 1	Limit 2	2020						2021						2022						2020, 2021, 2022 Collisions
				PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	
39	Lake Drive	Palm Avenue	Reservation Road						0						0						0	0
40	Palm Avenue	Lake Drive	Del Monte Boulevard						0						0						0	0
41	Abrams Drive	Preston Drive	Imjin Parkway						0						0						0	0
42	Preston Drive	Abrams Drive	Imjin Parkway						0						0						0	0
43	3rd Avenue	Imjin Parkway	8th Street						0						0						0	0
44	Abrams Drive	Imjin Parkway (West)	Preston Drive						0						0						0	0
45	Marina Heights Drive	California Avenue	Imjin Parkway						0						0						0	0
Notes: PDO - Property Damage Only, COP - Complaint of Pain, VIS - Visible Injury, SEV - Severe Injury, FAT – Fatal																						

Table 4: Collision Rate Summary at Study Segments

#	Street Name	Segment		2019, 2020, 2021 Collisions	ADT/Avg ADT	Distance (Ft)	Distance (Mi)	Segment CR	Expected CR	Segment CR > Expected CR?
		Limit 1	Limit 2							
1	Imjin Parkway	State Route 1	California Avenue	21	25,688	4,752	0.9	0.83	0.99	No
2	Imjin Parkway	California Avenue	Reservation Road	17	20,534	10,560	2.00	0.44	1.07	No
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	9	22,304	4,752	0.9	0.41	0.99	No
4	Del Monte Boulevard	Reservation Road	Beach Road	0	9,121	2,640	0.5	0.00	0.99	No
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	0	5,302	2,640	0.5	0.00	1.07	No
6	Reservation Road	Dunes Drive	Beach Road	0	7,348	1,584	0.3	0.00	1.07	No
7	Reservation Road	Beach Road	Del Monte Boulevard	1	6,596	3,168	0.6	0.46	1.07	No
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	6	18,593	2,640	0.5	0.69	0.99	No
9	Reservation Road	Crescent Avenue	California Avenue	0	17,187	2,640	0.5	0.21	0.99	No
10	Reservation Road	California Avenue	Salinas Avenue	0	14,699	2,112	0.4	0.00	0.99	No
11	Reservation Road	Salinas Avenue	Imjin Parkway	5	16,027	4,224	0.8	0.50	1.33	No
12	Reservation Road	Imjin Parkway	Blanco Road	0	30,285	3,696	0.7	0.39	0.99	No
13	8th Street	2nd Avenue	3rd Avenue	0	1,037	1,056	0.2	0.00	1.07	No
14	8th Street	5th Avenue	Inter-Garrison Road	0	4,295	3,168	0.6	0.00	1.07	No
15	9th Street	1st Avenue	2nd Avenue	0	2,528	1,584	0.3	0.00	1.07	No
16	2nd Avenue	Divarty Street	8th Street	1	7,573	3,168	0.6	0.20	1.07	No
17	2nd Avenue	8th Street	Imjin Parkway	0	8,306	2,112	0.4	0.27	1.07	No
18	Beach Road	Reservation Road	Del Monte Boulevard	1	6,012	1,584	0.3	2.03	1.07	Yes
19	De Forest Road	Beach Road	Reservation Road	0	1,749	2,640	0.5	2.09	1.07	Yes
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	0	1,353	2,112	0.4	0.00	1.07	No
21	Crescent Avenue	Reservation Road	Carmel Avenue	0	3,528	1,584	0.3	0.86	1.07	No
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	0	2,458	2,640	0.5	0.00	1.07	No
23	Beach Road	Del Monte Boulevard	De Forest Road	0	2,598	2,640	0.5	0.00	1.07	No
24	California Avenue	Reservation Road	Carmel Avenue	0	5,842	1,584	0.3	0.52	1.07	No
25	California Avenue	Carmel Avenue	Reindollar Avenue	0	6,430	1,056	0.2	0.00	1.07	No
26	California Avenue	Reindollar Avenue	Imjin Parkway	1	8,725	3,696	0.7	0.30	1.07	No
27	California Avenue	Imjin Parkway	8th Street	0	851	2,640	0.5	0.00	1.07	No
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	0	3,372	5,280	1.0	0.00	1.07	No
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	0	1,690	1,584	0.3	0.00	1.07	No
30	Carmel Avenue	Del Monte Boulevard	California Avenue	1	3,704	7,392	1.4	0.70	1.07	No
31	Carmel Avenue	California Avenue	Salinas Avenue	0	812	2,112	0.4	0.00	1.07	No
32	Salinas Avenue	Carmel Avenue	Reservation Road	0	264	1,584	0.3	0.00	1.07	No
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	0	657	1,056	0.2	0.00	1.07	No
34	Patton Parkway	Marina High School	California Avenue	0	661	3,168	0.6	2.30	1.07	Yes
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	0	1,304	528	0.1	0.00	1.07	No
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	0	1,515	1,584	0.3	0.00	1.07	No
37	Seacrest Avenue	Carmel Avenue	Reservation Road	1	3,992	1,584	0.3	1.53	1.07	Yes
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	0	2,854	528	0.1	0.00	1.07	No
39	Lake Drive	Palm Avenue	Reservation Road	0	1,521	2,112	0.4	1.50	1.07	Yes

#	Street Name	Segment		2019, 2020, 2021 Collisions	ADT/Avg ADT	Distance (Ft)	Distance (Mi)	Segment CR	Expected CR	Segment CR > Expected CR?
		Limit 1	Limit 2							
40	Palm Avenue	Lake Drive	Del Monte Boulevard	0	2,878	1,056	0.2	0.00	1.07	No
41	Abrams Drive	Preston Drive	Imjin Parkway	0	2,360	1,056	0.2	1.93	1.07	Yes
42	Preston Drive	Abrams Drive	Imjin Parkway	0	2,110	3,168	0.6	0.00	1.07	No
43	3rd Avenue	Imjin Parkway	8th Street	0	981	2,112	0.4	0.00	1.07	No
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	0	2,667	5,808	1.1	0.00	1.07	No
45	Marina Heights Drive	California Avenue	Imjin Parkway	0	2,407	5,808	1.1	0.00	1.07	No

3.0 RESULTS AND RECOMMENDATIONS

The recommendations contained in this report are intended to establish prima facie speed limits. Prima facie limits attempt to advise the motorist and enforcement of the reasonable speed for a particular section of roadway for the prevailing conditions. In many cases, the recommendations made produce a uniform speed limit along the road.

The Engineering and Traffic Survey (ET&S) forms, presented in the **Appendix C**, illustrate the results of a thorough evaluation of the available data and indicate a recommended speed limit for each of the street segments surveyed. A summary of the data analysis, along with recommended speed limits can be found in . The recommended speed limit for each segment is shown in **Figure 1**.

Table 5: Speed Survey Recommendations

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
1	Imjin Parkway	State Route 1	California Avenue	50	50	0.83	0.99	No	Yes	45	-5	Imjin Parkway is classified as a 4-lane Expressway with divided median and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 21 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. The 85th percentile speed of 50 mph observed is equal to the existing posted speed limit. With one fatal and one serious injury crash involving pedestrian/bicyclists, the crash density is higher than other segments. The segment meets the definition of safety corridor and the 85th percentile speed can be further lowered by 5 mph to 45 mph.
2	Imjin Parkway	California Avenue	Reservation Road	25	39.15	0.44	1.07	No	No	N/A (See Note 1)		Imjin Parkway is classified as a 4-lane Expressway and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 20 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide.
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	40	45.10	0.41	0.99	No	Yes	35	-5	Del Monte Boulevard between SR1/Reindollar Avenue and Reservation Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed to 40 mph, if no further reductions are used. Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, vulnerable population, and crash severity. Therefore it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 35 mph.
4	Del Monte Boulevard	Reservation Road	Beach Road	40	42	0.00	0.99	No	No	35	-5	Del Monte Boulevard between Reservation Road and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 42 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify further reducing the observed 85th percentile

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												speed. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	40	45.15	0.00	1.07	No	No	40		Del Monte Boulevard between Beach Road and Marina Greens Drive is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking , bike route, and multiple driveways justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.
6	Reservation Road	Dunes Drive	Beach Road	35	34	0.00	1.07	No	No	35		Reservation Road between Dunes Drive and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking , Class II bike lanes, and vertical/horizontal curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
7	Reservation Road	Beach Road	Del Monte Boulevard	30	33.15	0.46	1.07	No	No	30		Reservation Road between Beach Road and Del Monte Boulevard is classified as an Arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												rate for similar facilities statewide. The presence of Class II bike lanes, uncontrolled crosswalks, driveways, and horizontal curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	35	39	0.69	0.99	No	No	35		Reservation Road between Del Monte Boulevard and Crescent Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 39 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
9	Reservation Road	Crescent Avenue	California Avenue	40	43	0.21	0.99	No	No	40		Reservation Road between Crescent Avenue and California Avenue is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 43 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
10	Reservation Road	California Avenue	Salinas Avenue	45	51	0.00	0.99	No	No	45		Reservation Road between California Avenue and Salinas Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 51 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 50 mph. The collision rate is lower than the expected

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												collision rate for similar facilities statewide. The presence of on-street parking , Class II bike lanes, Two-Way Left Turn (TWLT) lane, multiple driveways, and horizontal/vertical curve justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 45 mph, in compliance with CVC Section 627 and 22358.5.
11	Reservation Road	Salinas Avenue	Imjin Parkway	55	57	0.50	1.33	No	No	55		Reservation Road between Salinas Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 57 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 55 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. To maintain the street characteristics, it is recommended that the existing posted speed limit is retained. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 55 mph is retained.
12	Reservation Road	Imjin Parkway	Blanco Road	55	60.15	0.39	0.99	No	No	55		Reservation Road between Imjin Parkway and and Blanco Road is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 60.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 60 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 55 mph, in compliance with CVC Section 627 and 22358.5.
13	8th Street	2nd Avenue	3rd Avenue	25	32.60	0.00	1.07	No	No	25		8th Street between 2nd Avenue and 3rd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32.6 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommend ed Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												<i>facilities statewide.</i> <i>The presence of Class II bike lane and surrounding residential land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.</i>
14	8th Street	5th Avenue	Inter-Garrison Road	40	41	0.00	1.07	No	No	35	-5	<i>8th Street between 5th Avenue and Inter-Garrison Road is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.</i> <i>The presence of driveways, limited visibility, and horizontal curve further justify reducing the resulting 85th percentile speed.</i> <i>Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.</i>
15	9th Street	1st Avenue	2nd Avenue	30	31	0.00	1.07	No	No	25	-5	<i>9th Street between 1st Avenue and 2nd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.</i> <i>The presence of on-street parking, Class II bike lanes, uncontrolled crosswalk, nature of surrounding land uses, and horizontal curve further justify reducing the resulting 85th percentile speed.</i> <i>Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.</i>
16	2nd Avenue	Divarty Street	8th Street	45	46	0.20	1.07	No	No	40	-5	<i>2nd Avenue between Divarty Street and 8th Street is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data</i>

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												collected shows the 85th-percentile speed as 46 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. 2nd Avenue from 8th Avenue to Imjin Parkway, has a posted speed limit of 35 mph. It is recommended that adjacent sections of a corridor do not have a posted speed limit difference of more than 5 mph. Therefore, it is recommended that the resulting 85th percentile speed is further reduced. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.
17	2nd Avenue	8th Street	Imjin Parkway	35	36	0.27	1.07	No	No	35		2nd Avenue between 8th Street and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 35 mph is retained.
18	Beach Road	Reservation Road	Del Monte Boulevard	35	35	2.03	1.07	Yes	No	30	-5	Beach Road between Reservation Road and Del Monte Boulevard is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide. Higher collision rate than statewide average (involving 1 severe injury), presence on uncontrolled crosswalks, horizontal/vertical curves, and merge/diverge lanes justify further reduction in the resulting 85th percentile speed limit . Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 35 mph is reduced to 30 mph.
19	De Forest Road	Beach Road	Reservation Road	30	36	2.09	1.07	Yes	No	30		Del Forest Road between Beach Road and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph with a 10-mph pace range of 29 mph to 38 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of uncontrolled crosswalk, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	25	32	0.00	1.07	No	No	25		Crescent Avenue between Quebrada Del Mar and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.
21	Crescent Avenue	Reservation Road	Carmel Avenue	30	36	0.86	1.07	No	No	30		Crescent Avenue between Reservation Road and Carmel Avenue is classified as a collector per the General Plan. There speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	30	35	0.00	1.07	No	No	30		Cardoza Avenue between Reservation Road and Aaron Way is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 30 mph is retained.
23	Beach Road	Del Monte Boulevard	De Forest Road	30	28	0.00	1.07	No	No	25	-5	Beach Road between Del Monte Boulevard and De Forest Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of elementary school, multiple driveways, and horizontal curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
24	California Avenue	Reservation Road	Carmel Avenue	30	37	0.52	1.07	No	No	30		California Avenue between Reservation Road and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 37 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.
25	California Avenue	Carmel Avenue	Reindollar Avenue	25	32	0.00	1.07	No	No	30	5	California Avenue between Carmel Avenue and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. California Avenue is classified as a Collector Street under the General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 24 (California Avenue – from Reservation Road to Carmel Avenue), it is recommended that the speed limit is increased to 30 mph.
26	California Avenue	Reindollar Avenue	Imjin Parkway	40	45	0.30	1.07	No	No	40		California Avenue between Reindollar Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class II Bike Lanes, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 40 mph is retained.
27	California Avenue	Imjin Parkway	8th Street	30	28	0.00	1.07	No	No	30		California Avenue between Imjin Parkway and 8th Street is classified as an arterial per the General Plan. The existing speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	25	34	0.00	1.07	No	No	25		Reindollar Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	30	33	0.00	1.07	No	No	25	-5	Reindollar Avenue between California Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking, multiple driveways, vertical and horizontal curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
30	Carmel Avenue	Del Monte Boulevard	California Avenue	25	31	0.70	1.07	No	No	25		Carmel Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												The presence of on-street parking, multiple driveways, vertical curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.
31	Carmel Avenue	California Avenue	Salinas Avenue	25	29	0.00	1.07	No	No	25		Carmel Avenue between California Avenue and Salinas Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking, multiple driveways, uncontrolled crosswalk, and vertical curve justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
32	Salinas Avenue	Carmel Avenue	Reservation Road	25	24	0.00	1.07	No	No	25		Salinas Avenue between Carmel Avenue and Reservation Road is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 24 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	30	25	0.00	1.07	No	No	25	-5	Paul Davis Drive between Healy Avenue and Marina Greens Drive is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 25 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												<i>facilities statewide.</i> <i>Presence of on-street parking, multiple driveways, and horizontal curves justifies lowering the speed limit. It is recommended that the observed 85th percentile speed limit of 25 mph is adopted for this segment.</i>
34	Patton Parkway	Marina High School	California Avenue	40	41	2.30	1.07	Yes	No	35	-5	<i>Patton Parkway between Marina High School and California Avenue is classified as a Collector as per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph.</i> <i>The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of bike routes, horizontal/vertical curves, and residential/school land uses justify reducing the 85th percentile speed limit.</i> <i>Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.</i>
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	25	30	0.00	1.07	No	No	25		<i>Crescent Street between Patton Parkway and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 30 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.</i> <i>The presence of on-street parking, multiple driveways, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.</i>
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	25	29	0.00	1.07	No	No	25		<i>Vaughan Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.</i> <i>The presence of on-street parking, multiple driveways, and vertical curve justify</i>

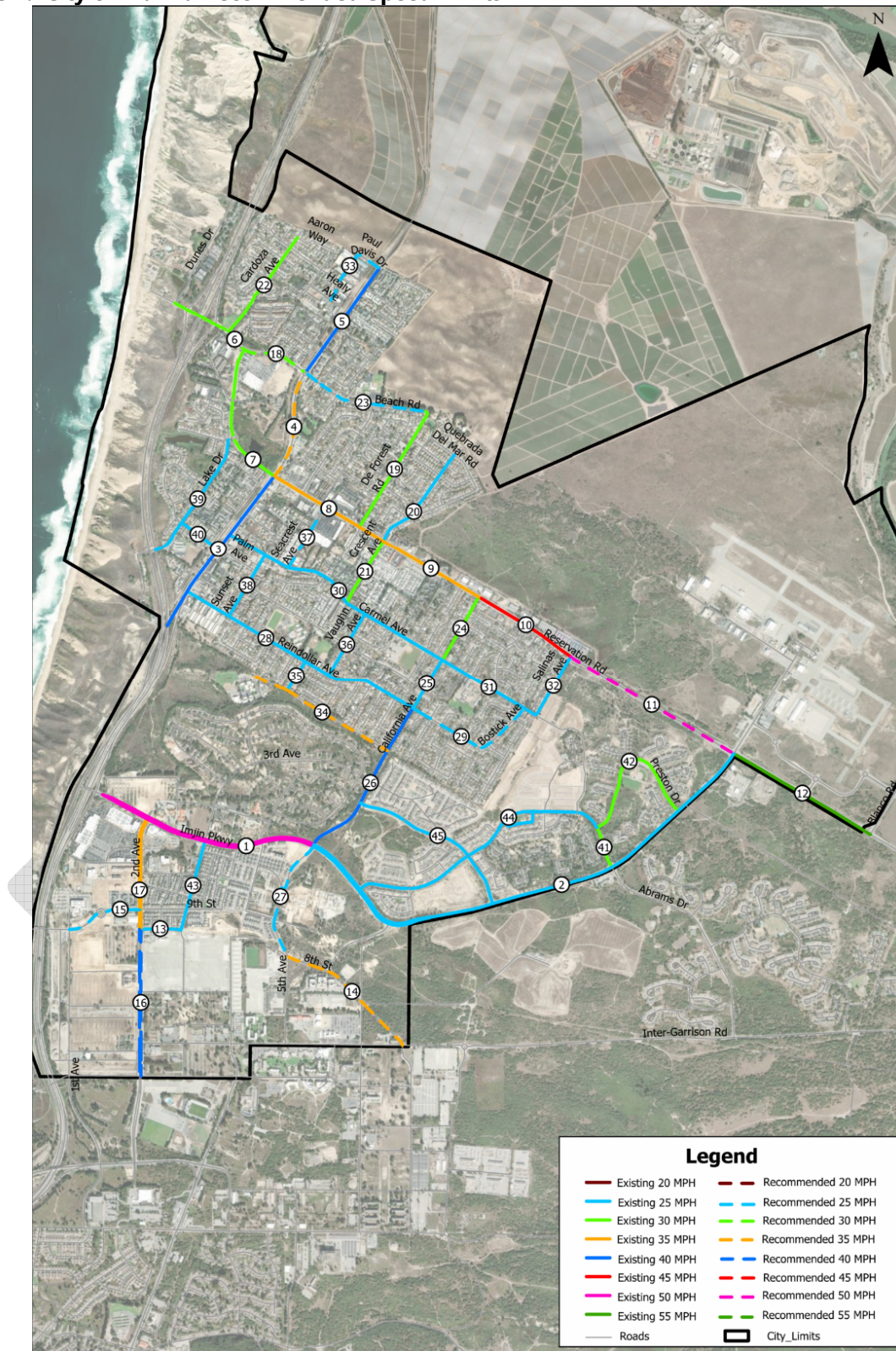
#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85 th percentile speed, if no further reductions are used.
37	Seacrest Avenue	Carmel Avenue	Reservation Road	30	31.15	1.53	1.07	Yes	No	30		Seacrest Avenue between Carmel Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of on-street parking, vertical curve, and residential/commercial land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	25	31	0.00	1.07	No	No	25		Sunset Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking, vertical curve, and residential/commercial land uses justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.
39	Lake Drive	Palm Avenue	Reservation Road	25	36	1.50	1.07	Yes	No	25		Lake Drive between Palm Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. Higher than the expected collision rate, presence of on-street parking, driveways

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												and surrounding residential land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.
40	Palm Avenue	Lake Drive	Del Monte Boulevard	25	28	0.00	1.07	No	No	25		Palm Avenue between Lake Drive and Del Monte Boulevard is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking, multiple driveways, vertical curve, and residential land uses justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
41	Abrams Drive	Preston Drive	Imjin Parkway	30	34	1.93	1.07	Yes	No	30		Abrams Drive between Preston Drive and Imjin Parkway is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph.. Higher than the expected collision rate, presence of horizontal and vertical curve, and residential land uses justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.
42	Preston Drive	Abrams Drive	Imjin Parkway	30	29.15	0.00	1.07	No	No	30		Preston Drive between Abrams Drive and Imjin Parkway is classified as a Collector as per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 29.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of driveways, park, residential land uses, horizontal and vertical curves further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.
43	3rd Avenue	Imjin Parkway	8th Street	25	27	0.00	1.07	No	No	25		3rd Avenue between Imjin Parkway and 8th Street is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 27 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of on-street parking, vertical curve, residential and commercial land uses further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	25	35.15	0.00	1.07	No	No	30	5	Abrams Drive between Imjin Parkway and Preston Drive is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 35.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.
45	Marina Heights Drive	California Avenue	Imjin Parkway	25	34	0.00	1.07	No	No	30	5	Marina Heights Drive between California Avenue and Imjin Pakrway is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.
Notes: 1. None. Imjin Parkway from California Avenue to Reservation Road is currently under construction.												

Figure 2: City of Marina Recommended Speed Limits



Appendix A

California Vehicle Code (CVC) - Applicable Sections

Cal. Veh. Code § 627

Section 627 - "Engineering and traffic survey" defined

(a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

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

(2) Accident records.

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

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

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

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

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

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

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

Ca. Veh. Code § 627

Amended by Stats 2021 ch 690 (AB 43), s 1, eff. 1/1/2022.

Amended by Stats 2000 ch 45 (AB 2767), s 1, eff. 1/1/2001.

Cal. Veh. Code § 21400

Section 21400 - Uniform standards and specifications for official traffic control devices

(a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

Ca. Veh. Code § 21400

Amended by Stats 2021 ch 690 (AB 43),s 2, eff. 1/1/2022.

Amended by Stats 2011 ch 528 (AB 529),s 2, eff. 1/1/2012.

Cal. Veh. Code § 22352

Section 22352 - Prima facie limits

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the

erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Ca. Veh. Code § 22352

Amended by Stats 2021 ch 690 (AB 43),s 3, eff. 1/1/2022.

Amended by Stats 2015 ch 12 (AB 95),s 15, eff. 6/24/2015.

Amended by Stats 2013 ch 240 (AB 707),s 1, eff. 1/1/2013.

Cal. Veh. Code § 22358.6

Section 22358.6 - Rounding speed limits in relation to free-flowing traffic

(a)The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.

(b)In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.

(c)In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).

(d)In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.

(e)The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.

(f)Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

Ca. Veh. Code § 22358.6

Amended by Stats 2022 ch 406 (AB 1938),s 2, eff. 1/1/2023.

Added by Stats 2021 ch 690 (AB 43),s 6, eff. 1/1/2022.

Cal. Veh. Code § 22358.7

Section 22358.7 - Reducing speed limits

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

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

(b)

(1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.7

Added by Stats 2021 ch 690 (AB 43), s 7, eff. 1/1/2022.

Cal. Veh. Code § 22358.8

Section 22358.8 - Retaining or restoring speed limit

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.

(c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.8

Amended by Stats 2022 ch 406 (AB 1938), s 3, eff. 1/1/2023.

Added by Stats 2021 ch 690 (AB 43), s 8, eff. 1/1/2022.

Cal. Veh. Code § 627

Section 627 - "Engineering and traffic survey" defined

(a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

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

(2) Accident records.

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

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

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

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

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

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

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

Ca. Veh. Code § 627

Amended by Stats 2021 ch 690 (AB 43), s 1, eff. 1/1/2022.

Amended by Stats 2000 ch 45 (AB 2767), s 1, eff. 1/1/2001.

Cal. Veh. Code § 21400

Section 21400 - Uniform standards and specifications for official traffic control devices

(a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

Ca. Veh. Code § 21400

Amended by Stats 2021 ch 690 (AB 43),s 2, eff. 1/1/2022.

Amended by Stats 2011 ch 528 (AB 529),s 2, eff. 1/1/2012.

Cal. Veh. Code § 22352

Section 22352 - Prima facie limits

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the

erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Ca. Veh. Code § 22352

Amended by Stats 2021 ch 690 (AB 43),s 3, eff. 1/1/2022.

Amended by Stats 2015 ch 12 (AB 95),s 15, eff. 6/24/2015.

Amended by Stats 2013 ch 240 (AB 707),s 1, eff. 1/1/2013.

Cal. Veh. Code § 22358.6

Section 22358.6 - Rounding speed limits in relation to free-flowing traffic

(a)The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.

(b)In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.

(c)In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).

(d)In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.

(e)The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.

(f)Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

Ca. Veh. Code § 22358.6

Amended by Stats 2022 ch 406 (AB 1938),s 2, eff. 1/1/2023.

Added by Stats 2021 ch 690 (AB 43),s 6, eff. 1/1/2022.

Cal. Veh. Code § 22358.7

Section 22358.7 - Reducing speed limits

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

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

(b)

(1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.7

Added by Stats 2021 ch 690 (AB 43), s 7, eff. 1/1/2022.

Cal. Veh. Code § 22358.8

Section 22358.8 - Retaining or restoring speed limit

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.

(c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.8

Amended by Stats 2022 ch 406 (AB 1938), s 3, eff. 1/1/2023.

Added by Stats 2021 ch 690 (AB 43), s 8, eff. 1/1/2022.

Appendix B

Manual of Uniform Traffic Control Devices (MUTCD) –

Applicable Sections

04 If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

05 An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

Guidance:

06 If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at ~~signalized locations~~ **controlled approaches.**

09 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

Option:

*14 The In-Street Pedestrian Crossing sign may be used ~~seasonably~~ **seasonally** to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.*

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and

fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

Standard:

⁰¹ **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**

⁰² **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

⁰³ **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

⁰⁴ **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

⁰⁵ **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

⁰⁶ In general, the maximum speed limits applicable to rural and urban roads are established:

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

⁰⁷ State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

⁰⁸ ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

⁰⁹ *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

¹⁰ *States and local agencies should conduct engineering studies at least once every 5, 7 or 14 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

¹¹ *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

¹² ~~When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic.~~

CVC Section 22358.6 – 85th-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

Standard:

^{12a} **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).**

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

Standard:

^{12b} If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5. Refer to Section 22358.6(b).

^{12c} The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).

Support:

^{12d} Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85th-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

^{12e} Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria.

CVC Sections 22358.7, 22358.8 and 22358.9 – Applicability on State Highway System & Local Agency Roadways

Standard:

^{12f} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.

Support:

^{12g} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

^{12h} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.

Standard:

¹²ⁱ The additional 5 mph speed reduction allowed by CVC Section 22358.7 on designated safety corridors or on portions of highway adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, shall not be applicable on any roadway segment that is on the State Highway System

^{12j} The option allowed by CVC Section 22358.8 to retain the currently adopted speed limit or restore the immediately prior adopted speed limit, shall not be applicable on any roadway segment that is on the State Highway System.

^{12k} Declaring prima facie speed limits of 25 mph or 20 mph on a highway contiguous to a business activity district allowed by CVC Section 22358.9 shall not be applicable on any roadway segment that is on the State Highway System.

CVC Section 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians

Standard:

^{12l} Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a, and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as “safety corridor” or “land or facilities that generate high concentrations of bicyclists and pedestrians” in compliance with CVC Sections 22358.6(d) and 22358.7.

Option:

^{12m} Local agencies may additionally lower the speed limits by 5 mph from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if, after completing an E&TS, find that the speed limit is still more than is reasonable or safe, for either of the following reasons:

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

CVC Section 22358.7(a)(1) – “Safety Corridor” Definition

Standard:

¹²ⁿ **A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.**

^{12o} **One or more of the required crash weighting factors listed in the Table 2B-105(CA) shall be used to prioritize the locations of fatal and serious injury crashes in developing the “Safety Corridor”.**

Option:

^{12p} Data used to determine a safety corridor may be from the most recent Engineering and Traffic Survey (E&TS) performed. The crash data source may include, but is not limited to, California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS).

Standard:

^{12q} **The prioritized subset of safety corridors shall:**

1. **Identify specific locations with high crash occurrences.**
2. **Identify corridor-level segments with a pattern of crash reoccurrence.**
3. **Be able to be stratified by mode.**

^{12r} **Safety corridors shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network.**

Guidance:

^{12s} *A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.*

Option:

^{12t} For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur.

^{12u} To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

Standard:

^{12v} **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

^{12w} Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

CVC Section 22358.7(a)(2) – “Land or facility that generates high concentrations of bicyclists or pedestrians” definition

Standard:

^{12x} **Except for the Option in first paragraph below, a land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-106(CA) are present within a distance of 1320 feet.**

Option:

^{12y} Crash data that demonstrates a highway segment is within the top twenty percent of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year period may be used in lieu of one of the generators listed in Table 2B-106(CA).

Standard:

^{12z} **A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.**

Option:

^{12aa} A highway segment may be longer than 1320 feet provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet.

Standard:

^{12ab} **The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS.**

Option:

^{12ac} A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

^{12ad} Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

Standard:

^{12ae} **The provisions of CVC Section 22358.7 to additionally lower the speed limit (by designating safety corridor or on portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians), shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner.**

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

^{12af} Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

^{12ag} **Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.**

^{12ah} **If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).**

CVC Section 22358.9 – Business Activity District

Option:

^{12ai} A local authority may, by ordinance, determine and declare a 25 or 20 mph prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 mph if the highway segment meets all of the following conditions:

1. A maximum of four traffic lanes.
2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.
3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.

^{12aj} A "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets a least three of the following four requirements:

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

Standard:

^{12ak} **A local authority shall not declare a prima facie speed limit on a portion of a highway where the local authority has already lowered the speed limit as permitted for designated safety corridors (CV Section 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC Section 22358.7) or retained the currently adopted speed limit (CVC Section 22358.8) or have restored the immediately prior adopted speed limit (CVC Section 22358.8). Refer to CVC Section 22358.9(c).**

¹³ *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

¹⁴ Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

¹⁵ *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

¹⁶ Other factors that may be considered when establishing or reevaluating speed limits are the following:

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

¹⁷ Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

¹⁸ A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

¹⁹ A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

²⁰ *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

²¹ Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

²² Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

²³ Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

²⁴ CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

²⁵ **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:**

- A. Prevailing speeds as determined by traffic engineering measurements.**
- B. Collision records.**
- C. Highway, traffic, and roadside conditions not readily apparent to the driver.**

Guidance:

²⁶ *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

²⁷ *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

- A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.*
- B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,*
- C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.*
- D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.*
- E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.*
- F. The weather should be fair (dry pavement) with no unusual conditions prevailing.*
- G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.*
- H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.*
- I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.*
- J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.*
- K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.*
- L. Speed zoning should be coordinated with adjacent jurisdictions.*

Support:

²⁸ *Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.*

Option:

²⁹ *When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:*

- A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:*
 - 1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.*
 - 2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.*
 - 3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.*
- B. Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.*

³⁰ *The following two methods of conducting E&TS may be used to establish speed limits:*

- 1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:*
 - a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:*
 - A north arrow*
 - Engineer's station or post mileage*
 - Limits of the proposed zones*
 - Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.*

- Collision rates for the zones involved
- Average daily traffic volume
- Location of traffic signals, signs and markings
- If the highway is divided, the limits of zones for each direction of travel
- Plotted 85th percentile and pace speeds at location taken showing speed profile
- b. A report to the District Director that includes:
 - The reason for the initiation of speed zone survey.
 - Recommendations and supporting reasons.
 - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
 - The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.

2. City and County Through Highways, Arterials, Collector Roads and Local Streets.

- a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
- b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

³¹ In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

³² Any agency may lower the speed limit below the prima facie speed limit after performing, and based on the results of an E&TS.

Guidance:

³³ *The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.*

Support:

³⁴ Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

³⁵ Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

³⁶ The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

³⁷ When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

³⁸ *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	No
45.1-47.4	45	No	40
42.5-45.0	45	40	No
40.1-42.4	40	No	35

Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and public properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency's Roadways & Private Property Subjected to CVC

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	No	40
45.1-47.4	45	No	40	35
42.5-45.0	45	40	No	35
40.1-42.4	40	No	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Appendix C

Engineering and Traffic Survey Forms

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

1

STREET: Imjin Parkway

FROM: State Route 1

SURVEY DATE: 12/5/2024

TO: California Avenue

SPEED DATA

Location of Speed Survey 450 ft West of Imjin Pkwy and 3rd Ave
Time of Speed Survey 11:22 AM - 12:00 PM
50th Percentile Speed (Mean Speed) 46.5 MPH
85th Percentile Speed 50 MPH
10 mph Pace Speed 42 - 51 MPH
Percentage of Vehicles in Pace 83.0%
Number of Survey Samples 100

Posted Speed Limit 50 MPH
Recommended Speed Limit 45 MPH
Speed Limit Change Reduced by 5

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 21
Collision Rate (ACC/MVM) 0.83
Expected Collisions (ACC/MVM) 0.99

TRAFFIC FACTORS

Average Daily Traffic 25,688 Vehicles
Type of Traffic Control Stop controlled at 4th Ave, 3rd Ave, and State Route Ramps
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.9 mi
Width 70 ft (Approx.)
Number of Lanes EB-2 WB-2
Street Classification 4-Lane Expressway
Divided Median? Yes
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalks No
On-Street Parking? No
Sidewalks? Yes
Driveways? Few
Vertical Curve No
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Public facilities, Commercial, and Residential

COMMENTS & JUSTIFICATION

Imjin Parkway is classified as a 4-lane Expressway with divided median and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 21 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. The 85th percentile speed of 50 mph observed is equal to the existing posted speed limit.

With one fatal and one serious injury crash involving pedestrian/bicyclists, the crash density is higher than other segments. The segment meets the definition of safety corridor and the 85th percentile speed can be further lowered by 5 mph to 45 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

2

STREET: Imjin Parkway

FROM: California Ave

SURVEY DATE: 12/19/2024

TO: Reservation Road

SPEED DATA

Location of Speed Survey	200 ft West of Imjin Pkwy and Abrams Dr	Posted Speed Limit	25 MPH
Time of Speed Survey	11:27 AM - 11:53 AM	Recommended Speed Limit	NA
50th Percentile Speed (Mean Speed)	36.5 MPH	Speed Limit Change	NA
85th Percentile Speed	39 MPH		
10 mph Pace Speed	32 - 41 MPH		
Percentage of Vehicles in Pace	92.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	20
Collision Rate (ACC/MVM)	0.44
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	20,534
Type of Traffic Control	Stop controlled at Abrams Dr and 3rd Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	2 mi
Width	52 - 72 ft (Approx.)
Number of Lanes	EB-1 WB-1 Imjin Rd to California Ave EB - 2 WB-2
Street Classification	4-Lane Expressway
Divided Median?	No There is a median between Imjin Rd and California Ave
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Unidentified - under construction
Driveways?	No
Vertical Curve	Yes - Slight
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Mostly Parks and Open Space, Public facilities and Commercial

COMMENTS & JUSTIFICATION

Imjin Parkway is classified as a 4-lane Expressway and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 20 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. Imjin Parkway from California Avenue to Reservation Road is currently under construction.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

3

STREET: Del Monte Boulevard

FROM: SR1/Reindollar Ave

SURVEY DATE: #####

TO: Reservation Road

SPEED DATA

Location of Speed Survey	105 ft south of Del Monte Blvd and Cypress	Posted Speed Limit	40 MPH
Time of Speed Survey	9:23 AM - 9:46 AM	Recommended Speed Limit	35 MPH Reduced by 5 MPH
50th Percentile Speed (Mean Speed)	40.5 MPH	Speed Limit Change	
85th Percentile Speed	45 MPH		
10 mph Pace Speed	36 - 45 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	9
Collision Rate (ACC/MVM)	0.41
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	22,304 Vehicles
Type of Traffic Control	Stop controlled at Cypress Ave, Carmel Ave, and Mortimer Ln
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.9 mi
Width	88 ft (Approx.)
Number of Lanes	NB-2 SB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	Yes (Class I)
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Residential and Public facilities

COMMENTS & JUSTIFICATION

Del Monte Boulevard between SR1/Reindollar Avenue and Reservation Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed to 40 mph, if no further reductions are used.

Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, vulnerable population, and crash severity. Therefore it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 35 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

4

STREET: Del Monte Boulevard

SURVEY DATE: 12/11/2024

FROM: Reservation Road

TO: Beach Road

SPEED DATA

Location of Speed Survey	0.2 mile south of Del Monte Rd and Beach R	Posted Speed Limit	40 MPH
Time of Speed Survey	9:35 AM - 9:50 AM	Recommended Speed Limit	35 MPH
50th Percentile Speed (Mean Speed)	39 MPH	Speed Limit Change	Reduced by 5 MPH
85th Percentile Speed	42 MPH		
10 mph Pace Speed	35 - 44 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	9,121	Vehicles
Type of Traffic Control	Roundabout at Beach Rd	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	64 ft (Approx.)
Number of Lanes	NB-2 SB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Commercial, Public facilities and Parks and open spaces

COMMENTS & JUSTIFICATION

Del Monte Boulevard between Reservation Road and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 42 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

5

STREET: Del Monte Boulevard

FROM: Beach Road

SURVEY DATE: 12/11/2024

TO: Marina Greens Drive

SPEED DATA

Location of Speed Survey 240 ft south of Cosky Dr
Time of Speed Survey 9:05 AM - 9:30 AM
50th Percentile Speed (Mean Speed) 41 MPH
85th Percentile Speed 45.15 MPH
10 mph Pace Speed 36 - 45 MPH
Percentage of Vehicles in Pace 70.0%
Number of Survey Samples 100

Posted Speed Limit 40 MPH
Recommended Speed Limit 40 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 5,302 Vehicles
Type of Traffic Control Roundabout at Beach Rd, stop controlled at Marina Green Dr, Cosky Dr, and Cypress Knolls
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.5 mi
Width 60 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2-Lane Arterial
Divided Median? No
Designated Bike Route? Yes - On west side
Bike Lanes? No
Uncontrolled Crosswalks? No
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Few
Vertical Curve No
Horizontal Curve No
Visibility Good
Pavement Condition Poor
Adjacent Land Use Residential and Industrial

COMMENTS & JUSTIFICATION

Del Monte Boulevard between Beach Road and Marina Greens Drive is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, bike route, and multiple driveways justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

6

STREET: Reservation Road

SURVEY DATE: #####

FROM: Dunes Drive

TO: Beach Road

SPEED DATA

Location of Speed Survey 120 ft west of Cardoza Ave
Time of Speed Survey 2:27 AM - 2:50 AM
50th Percentile Speed (Mean Speed) 29 MPH
85th Percentile Speed 34 MPH
10 mph Pace Speed 25 - 34 MPH
Percentage of Vehicles in Pace 81.0%
Number of Survey Samples 100

Posted Speed Limit 35 MPH
Recommended Speed Limit 35 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 7,348 Vehicles
Type of Traffic Control Stop controlled at Dunes Dr, Hwy 1 off -ramp and on-ramp
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.3 mi
Width 43-69 ft (Approx.)
Number of Lanes EB-1 WB-1 EB-2 and WB-2 at Cardoza Ave
Street Classification 2-Lane Arterial
Divided Median? No
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalks No
On-Street Parking? Yes (One-side from Dunes Dr to Off-Ramp)
Sidewalks? Yes
Driveways? No
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition Poor
Adjacent Land Use Commercial

COMMENTS & JUSTIFICATION

Reservation Road between Dunes Drive and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking, Class II bike lanes, and vertical/horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

7

STREET: Reservation Road

SURVEY DATE: 12/11/2024

FROM: Beach Road

TO: Del Monte Boulevard

SPEED DATA

Location of Speed Survey	410 ft north of Seaside Cir & Seaside Ct	Posted Speed Limit	30 MPH
Time of Speed Survey	2:52 PM - 3:05 PM	Recommended Speed Limit	30 MPH
50th Percentile Speed (Mean Speed)	29.5 MPH	Speed Limit Change	-
85th Percentile Speed	33.15 MPH		
10 mph Pace Speed	26 - 35 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	0.46
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	6,596	Vehicles
Type of Traffic Control	Roundabout at Seaside Cir and Robin Dr	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	80 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	Yes at roundabouts
On-Street Parking?	No (Only one-side right before Del Monte Blvd)
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Beach Road and Del Monte Boulevard is classified as an Arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class II bike lanes, uncontrolled crosswalks, driveways, and horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

8

STREET: Reservation Road
FROM: Del Monte Boulevard

SURVEY DATE: 12/18/2024
TO: Crescent Avenue

SPEED DATA

Location of Speed Survey	At Eucalyptus St	Posted Speed Limit	35 MPH
Time of Speed Survey	11:52 AM - 12:40 PM	Recommended Speed Limit	35 MPH
50th Percentile Speed (Mean Speed)	35 MPH	Speed Limit Change	-
85th Percentile Speed	39 MPH		
10 mph Pace Speed	32 - 41 MPH		
Percentage of Vehicles in Pace	89.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	0.69
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	18,593	Vehicles
Type of Traffic Control	Stop controlled at Eucalyptus St	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	92 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (right before Crescent Avenue and few other segments)
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial and Residential

COMMENTS & JUSTIFICATION

Reservation Road between Del Monte Boulevard and Crescent Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 39 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

9

STREET: Reservation Road

FROM: Crescent Avenue

SURVEY DATE: 12/18/2024

TO: California Avenue

SPEED DATA

Location of Speed Survey 290 ft east of Crescent Ave
Time of Speed Survey 11:15 AM - 11:48 AM
50th Percentile Speed (Mean Speed) 39 MPH
85th Percentile Speed 43 MPH
10 mph Pace Speed 35 - 44 MPH
Percentage of Vehicles in Pace 90.0%
Number of Survey Samples 100

Posted Speed Limit 40 MPH
Recommended Speed Limit 40 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 0.99

TRAFFIC FACTORS

Average Daily Traffic 17,187 Vehicles
Type of Traffic Control Stop controlled at Crestview Ct and Ocean Terrace
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.5 mi
Width 89 ft (Approx.)
Number of Lanes EB-2 WB-2
Street Classification 4-Lane Arterial
Divided Median? Yes - TWLT Before California Ave
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalks No
On-Street Parking? Yes (2 Hr Parking)
Sidewalks? Yes
Driveways? Few
Vertical Curve Yes
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Commercial, Residential, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Crescent Avenue and California Avenue is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 43 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

10

STREET: Reservation Road**SURVEY DATE:** 12/10/2024**FROM:** California Avenue**TO:** Salinas Avenue

SPEED DATA

Location of Speed Survey	At Lynscott Dr	Posted Speed Limit	45 MPH
Time of Speed Survey	1:28 PM - 1:57 PM	Recommended Speed Limit	45 MPH
50th Percentile Speed (Mean Speed)	46 MPH	Speed Limit Change	-
85th Percentile Speed	51 MPH		
10 mph Pace Speed	41 - 50 MPH		
Percentage of Vehicles in Pace	80.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	14,699	Vehicles
Type of Traffic Control	Stop controlled at Lynscott Dr, Bayer St, and Salinas Ave	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	88 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes - TWLT
Designated Bike Route?	No
Bike Lanes?	Yes (Class II ends at Salinas Ave)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial and Residential

COMMENTS & JUSTIFICATION

Reservation Road between California Avenue and Salinas Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 51 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 50 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, Two-Way Left Turn (TWLT) lane, multiple driveways, and horizontal/vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 45 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

11

STREET: Reservation Road**SURVEY DATE:** 12/10/2024**FROM:** Salinas Avenue**TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	640 ft west of Imjin Rd and Imjin Pkwy	Posted Speed Limit	55 MPH
Time of Speed Survey	1:02 PM - 1:26 PM	Recommended Speed Limit	55 MPH
50th Percentile Speed (Mean Speed)	50 MPH	Speed Limit Change	-
85th Percentile Speed	57 MPH		
10 mph Pace Speed	46 - 55 MPH		
Percentage of Vehicles in Pace	69.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	5
Collision Rate (ACC/MVM)	0.36
Expected Collisions (ACC/MVM)	1.33

TRAFFIC FACTORS

Average Daily Traffic	16,027	Vehicles
Type of Traffic Control	Stop controlled at Salinas Ave	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.8 mi
Width	63 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	No
Designated Bike Route?	Yes (One-side and starts at Salinas Ave)
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	No
Driveways?	No
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Public facilities, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Salinas Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 57 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 55 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. To maintain the street characteristics, it is recommended that the existing posted speed limit is retained. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 55 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

12

STREET: Reservation Road**SURVEY DATE:** #####**FROM:** Imjin Parkway**TO:** Blanco Road

SPEED DATA

Location of Speed Survey 975 ft east of Imjin Pkwy
Time of Speed Survey 12:39 PM - 12:58 PM
50th Percentile Speed (Mean Speed) 55 MPH
85th Percentile Speed 60.15 MPH
10 mph Pace Speed 50 - 59 MPH
Percentage of Vehicles in Pace 68.0%
Number of Survey Samples 100

Posted Speed Limit 55 MPH
Recommended Speed Limit 55 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 9
Collision Rate (ACC/MVM) 0.39
Expected Collisions (ACC/MVM) 0.99

TRAFFIC FACTORS

Average Daily Traffic 30,285 Vehicles
Type of Traffic Control All Signalized
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.7 mi
Width 94 ft (Approx.)
Number of Lanes EB-3 WB-3 2 lanes from Imjin to Blanco and 3 lanes from Blanco to Imjin Pkwy
Street Classification 4-Lane Arterial
Divided Median? Yes
Designated Bike Route? No
Bike Lanes? Yes (From Mbest Dr to Imjin Pkwy and from Imjin Pkwy to Blanco Rd)
Uncontrolled Crosswalks No
On-Street Parking? No
Sidewalks? No
Driveways? No
Vertical Curve No
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Industrial, Commercial, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Imjin Parkway and Blanco Road is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 60.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 60 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 55 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

13

STREET: 8th Street
FROM: 2nd Avenue

SURVEY DATE: 12/19/2024
TO: 3rd Avenue

SPEED DATA

Location of Speed Survey	At Bluewater Ct	Posted Speed Limit	25 MPH
Time of Speed Survey	9:18 AM - 11:18 AM	Recommended Speed Limit	25 MPH
50th Percentile Speed (Mean Speed)	28 MPH	Speed Limit Change	-
85th Percentile Speed	32.6 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	94.7%		
Number of Survey Samples	57		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,037	Vehicles
Type of Traffic Control	Stop controlled at 2nd Ave, Bluewater Ct, Lighthouse Ln, Sandy Clay Ln, and 3rd Ave	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	48 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	No
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential and public facilities

COMMENTS & JUSTIFICATION

8th Street between 2nd Avenue and 3rd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32.6 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of Class II bike lane and surrounding residential land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

14

STREET: 8th Street
FROM: 5th Avenue

SURVEY DATE: 12/5/2024
TO: Inter-Garrison Road

SPEED DATA

Location of Speed Survey	0.1 mile west of Inter-Garrison Rd	Posted Speed Limit	40 MPH
Time of Speed Survey	2:50 PM - 3:52 PM	Recommended Speed Limit	35 MPG
50th Percentile Speed (Mean Speed)	36 MPH	Speed Limit Change	Reduced by 5
85th Percentile Speed	41 MPH		
10 mph Pace Speed	30 - 39 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	4,295 Vehicles
Type of Traffic Control	Stop controlled at 5th St, Imjin Rd, Engineering Equipment Rd, and Inter-Garrison Rd
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	31 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk?	No
On-Street Parking?	No
Sidewalks?	No
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited along certain sections
Pavement Condition	Fair
Adjacent Land Use	Residential, Public facilities and Commerical

COMMENTS & JUSTIFICATION

8th Street between 5th Avenue and Inter-Garrison Road is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of driveways, limited visibility, and horizontal curve further justify reducing the resulting 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

15

STREET: 9th Street
FROM: 1st Avenue

SURVEY DATE: #####
TO: 2nd Avenue

SPEED DATA

Location of Speed Survey 380 ft west of 2nd Ave
Time of Speed Survey 12:04 PM - 12:41 PM
50th Percentile Speed (Mean Speed) 27 MPH
85th Percentile Speed 31 MPH
10 mph Pace Speed 22 - 31 MPH
Percentage of Vehicles in Pace 95.0%
Number of Survey Samples 100

Posted Speed Limit 30 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change Reduced by 5

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 2,528 Vehicles
Type of Traffic Control Stop controlled at 1st Ave and 2nd Ave and a Roundabout
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.3 mi
Width 41 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2-Lane Arterial
Divided Median? No
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalks? At Roundabout
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Few
Vertical Curve No
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential, Hospital, public facilities and open spaces

COMMENTS & JUSTIFICATION

9th Street between 1st Avenue and 2nd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. The presence of on-street parking, Class II bike lanes, uncontrolled crosswalk, nature of surrounding land uses, and horizontal curve further justify reducing the resulting 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

16

STREET: 2nd Avenue
FROM: Divarty Street

SURVEY DATE: 12/5/2024
TO: 8th Street

SPEED DATA

Location of Speed Survey At 5th Street
Time of Speed Survey 9:00 AM - 9:42 AM

Posted Speed Limit 45 MPH
Recommended Speed Limit 40 MPH
Speed Limit Change Reduced by 5 MPH

50th Percentile Speed (Mean Speed) 42 MPH
85th Percentile Speed 46 MPH
10 mph Pace Speed 38 - 47 MPH
Percentage of Vehicles in Pace 94.0%
Number of Survey Samples 100

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 1
Collision Rate (ACC/MVM) 0.20
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 7,573 Vehicles
Type of Traffic Control Stop controlled at 8th street, 6th street, 5th street, Inter-Garrison Rd, and Divarty Street
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.6 mi
Width 64 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2-Lane Arterial
Divided Median? Yes
Designated Bike Route? Yes
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalk? No
On-Street Parking? Yes
Sidewalks? Yes - Not Connected
Driveways? Few
Vertical Curve Yes
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential, Public facilities, and Open spaces

COMMENTS & JUSTIFICATION

2nd Avenue between Divarty Street and 8th Street is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 46 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

2nd Avenue from 8th Avenue to Imjin Parkway, has a posted speed limit of 35 mph. It is recommended that adjacent sections of a corridor do not have a posted speed limit difference of more than 5 mph. Therefore, it is recommended that the resulting 85th percentile speed is further reduced.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

17

STREET: 2nd Avenue**SURVEY DATE:** 12/5/2024**FROM:** 8th Street**TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey 305 ft north of 9th Street
Time of Speed Survey 9:45 AM - 10:26 AM
50th Percentile Speed (Mean Speed) 33 MPH
85th Percentile Speed 36 MPH
10 mph Pace Speed 29 - 38 MPH
Percentage of Vehicles in Pace 95.0%
Number of Survey Samples 100

Posted Speed Limit 35 MPH
Recommended Speed Limit 35 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 8,306 Vehicles
Type of Traffic Control Stop controlled at Jetty Street, 10th Street, 9th Street, and 8th Street
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.4 mi
Width 64 ft (Approx.)
Number of Lanes NB-2 SB-2 NB-1 and SB-1 after General Stilwell Drive
Street Classification Arterial
Divided Median? Yes
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalks No
On-Street Parking? Yes (Only one-side and after 9th Street on both-side)
Sidewalks? Yes
Driveways? Few
Vertical Curve No
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential and Commercial

COMMENTS & JUSTIFICATION

2nd Avenue between 8th Street and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 35 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

18

STREET: Beach Road
FROM: Reservation Road

SURVEY DATE: 12/11/2024
TO: Del Monte Boulevard

SPEED DATA

Location of Speed Survey 350 ft east of Reservation Road
Time of Speed Survey 9:55 AM - 10:20 AM

Posted Speed Limit 35 MPH
Recommended Speed Limit 30 MPH
Speed Limit Change Reduced by 5 MPH

50th Percentile Speed (Mean Speed) 30 MPH
85th Percentile Speed 35 MPH
10 mph Pace Speed 25 - 34 MPH
Percentage of Vehicles in Pace 74.0%
Number of Survey Samples 100

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 4
Collision Rate (ACC/MVM) 2.03
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 6,012 Vehicles
Type of Traffic Control Roundabout at Del Monte Blvd and Stop Controlled at Marina Dr
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.3 mi
Width 54 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2 -Lane Arterial
Divided Median? Yes
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalk: Yes at roundbaout
On-Street Parking? No
Sidewalks? Yes
Driveways? Few
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential and Commercial

COMMENTS & JUSTIFICATION

Beach Road between Reservation Road and Del Monte Boulevard is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.

Higher collision rate than statewide average (involving 1 severe injury), presence on uncontrolled crosswalks, horizontal/vertical curves, and merge/diverge lanes justify further reduction in the resulting 85th percentile speed limit . Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 35 mph is reduced to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

19

STREET: De Forest Road**SURVEY DATE:** #####**FROM:** Beach Road**TO:** Reservation Road

SPEED DATA

Location of Speed Survey	50 FT north of George Way	Posted Speed Limit	30 MPH
Time of Speed Survey	9:17 AM - 10:24 AM	Recommended Speed Limit	30 MPH
50th Percentile Speed (Mean Speed)	33 MPH	Speed Limit Change	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	29 - 38 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,749	Vehicles
Type of Traffic Control	Stop controlled at George Way, Oak Cir, and Costa Del Mar Rd	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	37 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	RRFB
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Del Forest Road between Beach Road and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph with a 10-mph pace range of 29 mph to 38 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.

The presence of uncontrolled crosswalk, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

20

STREET: Crescent Avenue
FROM: Quebrada Del Mar

SURVEY DATE: #####
TO: Reservation Road

SPEED DATA

Location of Speed Survey 115 ft south of Tallmon St
Time of Speed Survey 10:28 AM - 11:06 AM
50th Percentile Speed (Mean Speed) 29 MPH
85th Percentile Speed 32 MPH
10 mph Pace Speed 24 - 33 MPH
Percentage of Vehicles in Pace 97.0%
Number of Survey Samples 100

Posted Speed Limit 25 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 1,353 Vehicles
Type of Traffic Control Stop controlled at Shuler Cir, Tallmon St, Whitney Pl & Quebrada Del Mar Rd, Roundabout at Costa & Sirena Dr
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.4 mi
Width 63 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2 -Lane Collector
Divided Median? Yes - Small Median
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalks No
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Multiple
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential

COMMENTS & JUSTIFICATION

Crescent Avenue between Quebrada Del Mar and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

21

STREET: Crescent Avenue

FROM: Reservation Road

SURVEY DATE: #####

TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	0.1 mile north of Carmel Ave	Posted Speed Limit	30 MPH
Time of Speed Survey	10:22 AM - 10:44 AM	Recommended Speed Limit	30 MPH
50th Percentile Speed (Mean Speed)	31 MPH	Speed Limit Change	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	27 - 36 MPH		
Percentage of Vehicles in Pace	75.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,528	Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	48 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Crescent Avenue between Reservation Road and Carmel Avenue is classified as a collector per the General Plan. There speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

22

STREET: Cardoza Avenue
FROM: Reservation Road

SURVEY DATE: 12/11/2024
TO: Aaron Way (End)

SPEED DATA

Location of Speed Survey	125 ft south of Abdy Way	Posted Speed Limit	30 MPH
Time of Speed Survey	11:30 AM - 12:05 PM	Recommended Speed Limit	30 MPH
50th Percentile Speed (Mean Speed)	29 MPH	Speed Limit Change	-
85th Percentile Speed	35 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	67.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,458 Vehicles
Type of Traffic Control	Stop controlled at Dolphin Cir, Abdy Way, Ora Ct, Belle Dr, Redondo Ct, Brookside Pl, Lakewood Dr, and Aaron Way
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	62 ft (Approx.)
Number of Lanes	NB-1 SB-1 Wide lanes
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II - South of Belle Dr to Reservation Rd)
Uncontrolled Crosswalks	Yes At Abdy Way
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Cardoza Avenue between Reservation Road and Aaron Way is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

23

STREET: Beach Road
FROM: Del Monte Boulevard

SURVEY DATE: 12/11/2024
TO: De Forest Road

SPEED DATA

Location of Speed Survey	205 ft west of Melanie Rd	Posted Speed Limit	30 MPH
Time of Speed Survey	10:23 AM - 11:13 AM	Recommended Speed Limit	25 MPH
50th Percentile Speed (Mean Speed)	24 MPH	Speed Limit Change	Reduced by 5 MPH
85th Percentile Speed	28 MPH		
10 mph Pace Speed	18 - 27 MPH		
Percentage of Vehicles in Pace	77.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,598 Vehicles
Type of Traffic Control	Roundabout at Del Monte Blvd, Stop controlled at Michael Dr, Fitzgerald Cir, and Villa Cir
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	37 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk:	Yes - Infront of Lone Olson Elementary School with RRFB
On-Street Parking?	Yes
Sidewalks?	Yes - Missing at short segments
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and School

COMMENTS & JUSTIFICATION

Beach Road between Del Monte Boulevard and De Forest Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of elementary school, multiple driveways, and horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

24

STREET: California Avenue
FROM: Reservation Road

SURVEY DATE: 12/11/2024
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	At O'Sullivan Ct	Posted Speed Limit	30 MPH
Time of Speed Survey	10:19 AM - 10:43 AM	Recommended Speed Limit	30 MPH
50th Percentile Speed (Mean Speed)	32 MPH	Speed Limit Change	-
85th Percentile Speed	37 MPH		
10 mph Pace Speed	28 - 37 MPH		
Percentage of Vehicles in Pace	84.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.52
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	5,842	Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	52 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes - One the east side
Sidewalks?	Yes
Driveways?	No
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and commercial

COMMENTS & JUSTIFICATION

California Avenue between Reservation Road and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 37 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

25

STREET: California Avenue

SURVEY DATE: 12/11/2024

FROM: Carmel Avenue

TO: Reindollar Avenue

SPEED DATA

Location of Speed Survey At Helena Way
Time of Speed Survey 9:50 AM - 10:16 AM

Posted Speed Limit 25 MPH
Recommended Speed Limit 30 MPH
Speed Limit Change Increased by 5 MPH

50th Percentile Speed (Mean Speed) 29 MPH
85th Percentile Speed 32 MPH
10 mph Pace Speed 23 - 32 MPH
Percentage of Vehicles in Pace 84.0%
Number of Survey Samples 100

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 6,430 Vehicles
Type of Traffic Control Stop controlled at Carmel Ave, Karen Ct, Helena Way, Tamara Ct, and Reindollar Avenue
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.2 mi
Width 30 - 62 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2 -Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? Yes (Class II)
Uncontrolled Crosswalks No
On-Street Parking? Yes
Sidewalks? Yes
Driveways? No
Vertical Curve Yes - Slight
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential and School

COMMENTS & JUSTIFICATION

California Avenue between Carmel Avenue and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

California Avenue is classified as a Collector Street under the General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 24 (California Avenue – from Reservation Road to Carmel Avenue), it is recommended that the speed limit is increased to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

26

STREET: California Avenue**SURVEY DATE:** 12/11/2024**FROM:** Reindollar Ave**TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey 128 ft north of 3rd Ave
Time of Speed Survey 9:23 AM - 9:46 AM
50th Percentile Speed (Mean Speed) 40 MPH
85th Percentile Speed 45 MPH
10 mph Pace Speed 37 - 46 MPH
Percentage of Vehicles in Pace 79.0%
Number of Survey Samples 100

Posted Speed Limit 40 MPH
Recommended Speed Limit 40 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 2
Collision Rate (ACC/MVM) 0.30
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 8,725 Vehicles
Type of Traffic Control Stop controlled at Reindollar Ave, Patton Pkwy, 3rd Ave, and Marina Hts Dr
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.7 mi
Width 35 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2 -Lane Arterial
Divided Median? No
Designated Bike Route? No
Bike Lanes? Yes (Class II and ends before Patton Pkwy)
Uncontrolled Crosswalks Yes at Marina Hts Dr with HAWK
On-Street Parking? No
Sidewalks? Yes - On west side
Driveways? No
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential, Public facilities , Open spaces and Park

COMMENTS & JUSTIFICATION

California Avenue between Reindollar Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II Bike Lanes, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 40 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

27

STREET: California Avenue**SURVEY DATE:** 12/5/2024**FROM:** Imjin Parkway**TO:** 8th Street

SPEED DATA

Location of Speed Survey 320 ft north of 9th St
Time of Speed Survey 12:48 PM - 2:48 PM
50th Percentile Speed (Mean Speed) 26 MPH
85th Percentile Speed 28 MPH
10 mph Pace Speed 20 - 29 MPH
Percentage of Vehicles in Pace 87.9%
Number of Survey Samples 58

Posted Speed Limit 30 MPH
Recommended Speed Limit 30 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 851 Vehicles
Type of Traffic Control Stop controlled at Beacon Dr, 5th Ave, 9th St, and 8th St
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.5 mi
Width 27 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2 -Lane Arterial
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalks? No There is a horse crossing sign
On-Street Parking? Yes - One side only
Sidewalks? Yes - One side only
Driveways? Few
Vertical Curve No
Horizontal Curve Yes
Visibility Good
Pavement Condition Poor
Adjacent Land Use Residential, Public facilities, Open spaces, and Commercial

COMMENTS & JUSTIFICATION

California Avenue between Imjin Parkway and 8th Street is classified as an arterial per the General Plan. The existing speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

28

STREET: Reindollar Avenue
FROM: Del Monte Boulevard

SURVEY DATE: 12/19/2024
TO: California Avenue

SPEED DATA

Location of Speed Survey 65 ft west of Vera Ln
Time of Speed Survey 11:24 AM - 11:47 AM
50th Percentile Speed (Mean Speed) 29 MPH
85th Percentile Speed 34 MPH
10 mph Pace Speed 24 - 33 MPH
Percentage of Vehicles in Pace 81.0%
Number of Survey Samples 100

Posted Speed Limit 25 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 3,372 Vehicles
Type of Traffic Control Stop controlled at Sunset Ave, Owen Ave, Zanetta Dr, Talcott Ave, Max Cir, Vera Ln, Crescent St, Vaughan Ave, Ellen St, Kennedy Ct, King Cir, Redwood Dr, and Independence Ave
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 1.0 mi
Width 42 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2 -Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalks Yes - At Grant St
On-Street Parking? Yes (2 Hr Parking)
Sidewalks? Yes
Driveways? Multiple
Vertical Curve Yes
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential, School, and Park

COMMENTS & JUSTIFICATION

Reindollar Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

29

STREET: Reindollar Avenue

FROM: California Avenue

SURVEY DATE: 12/11/2024

TO: Carmel Avenue

SPEED DATA

Location of Speed Survey At Sunrise Cir and Sunrise Ave
Time of Speed Survey 12:44 PM - 1:26 PM

Posted Speed Limit 30 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change Reduced by 5 MPH

50th Percentile Speed (Mean Speed) 29 MPH
85th Percentile Speed 33 MPH
10 mph Pace Speed 25 - 34 MPH
Percentage of Vehicles in Pace 90.0%
Number of Survey Samples 100

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 1,690 Vehicles
Type of Traffic Control Stop Controlled at California Ave, Westwood Ct, Eddy St, Phillips Cir, Sunrise Ave, and Mildred Ct
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.3 mi
Width 38 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2 -Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalk: Yes - At Sunrise Ave
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Multiple
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential

COMMENTS & JUSTIFICATION

Reindollar Avenue between California Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical and horizontal curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

30

STREET: Carmel Avenue
FROM: Del Monte Boulevard

SURVEY DATE: 12/18/2024
TO: California Avenue

SPEED DATA

Location of Speed Survey	155 ft east of Vaughan Ave	Posted Speed Limit	25 MPH
Time of Speed Survey	3:27 PM - 4:10 PM	Recommended Speed Limit	25 MPH
50th Percentile Speed (Mean Speed)	27 MPH	Speed Limit Change	-
85th Percentile Speed	31 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	98.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.18
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,704 Vehicles
Type of Traffic Control	Stop controlled at Del Monte Blvd, Elm Ave, Sunset Ave, Seacrest Ave, Zanetta Dr, Crescent Ave, Vaughan Ave, Everett Dr, Pleasant Cir, Redwood Dr, and California Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.4 mi
Width	38 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Pleasant Cir
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Marina Vista Elementary School

COMMENTS & JUSTIFICATION

Carmel Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

31

STREET: Carmel Avenue
FROM: California Avenue

SURVEY DATE: 12/11/2024
TO: Salinas Avenue

SPEED DATA

Location of Speed Survey 165 ft east of Lynscott Dr
Time of Speed Survey 10:49 AM - 12:39 PM
50th Percentile Speed (Mean Speed) 25 MPH
85th Percentile Speed 29 MPH
10 mph Pace Speed 22 - 31 MPH
Percentage of Vehicles in Pace 85.0%
Number of Survey Samples 100

Posted Speed Limit 25 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 812 Vehicles
Type of Traffic Control Stop controlled at California Ave, Bradley Cir, Carmelo Cir, Lynscott Dr, Barrett Ln, Bayer Ave, and Salinas Ave
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.4 mi
Width 39 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2 -Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalks Yes - At Lynscott Dr There is a bus pick-up/Drop-off zone sign
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Few
Vertical Curve Yes
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential and Crumpton Elementary School

COMMENTS & JUSTIFICATION

Carmel Avenue between California Avenue and Salinas Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, uncontrolled crosswalk, and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

32

STREET: Salinas Avenue**SURVEY DATE:** 12/10/2024**FROM:** Carmel Avenue**TO:** Reservation Road

SPEED DATA

Location of Speed Survey 90 ft south of Lavell Ct
Time of Speed Survey 2:05 PM - 4:05 PM
50th Percentile Speed (Mean Speed) 19 MPH
85th Percentile Speed 24 MPH
10 mph Pace Speed 16 - 25 MPH
Percentage of Vehicles in Pace 93.4%
Number of Survey Samples 91

Posted Speed Limit 25 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 264 Vehicles
Type of Traffic Control Stop controlled at Reservation Rd, Ellis Ct, and Carmel Ave
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.3 mi
Width 18 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2 -Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalks Yes - At Lynscott Dr
On-Street Parking? Yes - No Sign
Sidewalks? Yes - on one side only
Driveways? No
Vertical Curve Yes
Horizontal Curve No
Visibility Good
Pavement Condition Poor
Adjacent Land Use Residential

COMMENTS & JUSTIFICATION

Salinas Avenue between Carmel Avenue and Reservation Road is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 24 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

33

STREET: Paul Davis Drive

SURVEY DATE: 12/11/2024

FROM: Healy Avenue

TO: Marina Greens Drive

SPEED DATA

Location of Speed Survey	370 ft south of Marina Green Dr	Posted Speed Limit	30 MPH
Time of Speed Survey	12:10 PM - 2:10 PM	Recommended Speed Limit	25 MPH
50th Percentile Speed (Mean Speed)	21 MPH	Speed Limit Change	Reduced by 5
85th Percentile Speed	25 MPH		
10 mph Pace Speed	17 - 26 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	657	Vehicles
Type of Traffic Control	Stop controlled at Healy Avenue	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi	
Width	38 ft (Approx.)	
Number of Lanes	NB-1	SB-1
Street Classification	Local	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalk?	No	
On-Street Parking?	Yes	
Sidewalks?	Yes	
Driveways?	Multiple	
Vertical Curve	No	
Horizontal Curve	Yes	
Visibility	Good	
Pavement Condition	Fair	
Adjacent Land Use	Residential	

COMMENTS & JUSTIFICATION

Paul Davis Drive between Healy Avenue and Marina Greens Drive is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 25 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. Presence of on-street parking, multiple driveways, and horizontal curves justifies lowering the speed limit. It is recommended that the observed 85th percentile speed limit of 25 mph is adopted for this segment.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

34

STREET: Patton Parkway
FROM: Marina High School

SURVEY DATE: 12/18/2024
TO: California Avenue

SPEED DATA

Location of Speed Survey 0.2 mi west of California Ave
Time of Speed Survey 1:25 PM - 3:25 PM

Posted Speed Limit 40 MPH
Recommended Speed Limit 35 MPH
Speed Limit Change Reduced by 5 MPH

50th Percentile Speed (Mean Speed) 37 MPH
85th Percentile Speed 41 MPH
10 mph Pace Speed 34 - 43 MPH
Percentage of Vehicles in Pace 83.1%
Number of Survey Samples 59

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 661 Vehicles
Type of Traffic Control Stop controlled at California Ave and Crescent St
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.6 mi
Width 29 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2-Lane Collector
Divided Median? No
Designated Bike Route? Yes
Bike Lanes? No
Uncontrolled Crosswalks No
On-Street Parking? No
Sidewalks? Yes
Driveways? No
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition New
Adjacent Land Use Residential and Marina High School

COMMENTS & JUSTIFICATION

Patton Parkway between Marina High School and California Avenue is classified as a Collector as per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph.

The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of bike routes, horizontal/vertical curves, and residential/school land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

35

STREET: Crescent Street**SURVEY DATE:** 12/11/2024**FROM:** Patton Parkway**TO:** Reindollar Avenue

SPEED DATA

Location of Speed Survey 405 ft south of Reindollar Avenue
Time of Speed Survey 3:06 PM - 4:09 PM
50th Percentile Speed (Mean Speed) 26 MPH
85th Percentile Speed 30 MPH
10 mph Pace Speed 22 - 31 MPH
Percentage of Vehicles in Pace 88.0%
Number of Survey Samples 100

Posted Speed Limit 25 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 1,304 Vehicles
Type of Traffic Control Stop controlled at Patton Pkwy and Reindollar Ave
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.1 mi
Width 37 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2-Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalks? No
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Multiple
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential

COMMENTS & JUSTIFICATION

Crescent Street between Patton Parkway and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 30 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

36

STREET: Vaughn Avenue
FROM: Reindollar Avenue

SURVEY DATE: 12/19/2024
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	390 ft north of Reindollar Avenue	Posted Speed Limit	25 MPH
Time of Speed Survey	10:47 AM - 11:19 AM	Recommended Speed Limit	25 MPH
50th Percentile Speed (Mean Speed)	26 MPH	Speed Limit Change	-
85th Percentile Speed	29 MPH		
10 mph Pace Speed	21 - 30 MPH		
Percentage of Vehicles in Pace	94.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,515	Vehicles
Type of Traffic Control	Stop controlled at Reindollar Ave, Hillcrest Ave, and Carmel Ave	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	33 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Vaughan Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

37

STREET: Seacrest Avenue**SURVEY DATE:** 12/19/2024**FROM:** Carmel Avenue**TO:** Reservation Road

SPEED DATA

Location of Speed Survey 535 ft south of Reservation Rd
Time of Speed Survey 9:50 AM - 10:19 AM
50th Percentile Speed (Mean Speed) 28 MPH
85th Percentile Speed 31.15 MPH
10 mph Pace Speed 23 - 32 MPH
Percentage of Vehicles in Pace 81.0%
Number of Survey Samples 100

Posted Speed Limit 30 MPH
Recommended Speed Limit 30 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 2
Collision Rate (ACC/MVM) 1.53
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 3,992 Vehicles
Type of Traffic Control Stop controlled at Carmel Ave
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.3 mi
Width 38 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2-Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalks No
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Multiple
Vertical Curve Yes
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential and Commercial

COMMENTS & JUSTIFICATION

Seacrest Avenue between Carmel Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of on-street parking, vertical curve, and residential/commercial land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

38

STREET: Sunset Avenue
FROM: Reindollar Avenue

SURVEY DATE: 12/18/2024
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	175 ft south of Hillcrest Ave	Posted Speed Limit	25 MPH
Time of Speed Survey	12:45 PM - 1:18 PM	Recommended Speed Limit	25 MPH
50th Percentile Speed (Mean Speed)	28 MPH	Speed Limit Change	-
85th Percentile Speed	31 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	94.1%		
Number of Survey Samples	101		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,854	Vehicles
Type of Traffic Control	Stop controlled at Hillcrest Ave, Cypress Ave, and Reindollar Ave	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.1 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Sunset Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, vertical curve, and residential/commercial land uses justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

39

STREET: Lake Drive
FROM: Palm Avenue

SURVEY DATE: 12/19/2024
TO: Reservation Road

SPEED DATA

Location of Speed Survey	100 ft north of Messinger Dr	Posted Speed Limit	25 MPH
Time of Speed Survey	11:56 AM - 12:31 PM	Recommended Speed Limit	25 MPH
50th Percentile Speed (Mean Speed)	32.5 MPH	Speed Limit Change	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	27 - 36 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,521 Vehicles
Type of Traffic Control	Stop controlled at Palm Ave, Messinger Dr, Paddon Pl, and Robin Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Lake Drive between Palm Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph.

Higher than the expected collision rate, presence of on-street parking, driveways and surrounding residential land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

40

STREET: Palm Avenue**SURVEY DATE:** 12/19/2024**FROM:** Lake Drive**TO:** Del Monte Boulevard

SPEED DATA

Location of Speed Survey 510 ft east of Lake Drive
Time of Speed Survey 12:00 PM - 12:48 PM
50th Percentile Speed (Mean Speed) 26 MPH
85th Percentile Speed 28 MPH
10 mph Pace Speed 23 - 32 MPH
Percentage of Vehicles in Pace 100.0%
Number of Survey Samples 100

Posted Speed Limit 25 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 2,878 Vehicles
Type of Traffic Control Stop controlled at Lake Dr and Marina Dr
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.2 mi
Width 40 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2-Lane Collector
Divided Median? No
Designated Bike Route? No
Bike Lanes? No
Uncontrolled Crosswalks? No
On-Street Parking? Yes
Sidewalks? Yes
Driveways? Few
Vertical Curve No
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential

COMMENTS & JUSTIFICATION

Palm Avenue between Lake Drive and Del Monte Boulevard is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

41

STREET: Abrams Drive**SURVEY DATE:** 12/10/2024**FROM:** Preston Drive**TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	60 ft south of Brostorm Drive	Posted Speed Limit	30 MPH
Time of Speed Survey	9:49 AM - 11:06 AM	Recommended Speed Limit	30 MPH
50th Percentile Speed (Mean Speed)	29 MPH	Speed Limit Change	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	77.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,360	Vehicles
Type of Traffic Control	Stop controlled at Preston Dr, Lexington Ct, and Brostorm Dr	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	33 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No - Red curb
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Abrams Drive between Preston Drive and Imjin Parkway is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph..

Higher than the expected collision rate, presence of horizontal and vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 2], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

42

STREET: Preston Drive**FROM:** Abrams Drive**SURVEY DATE:** 12/10/2024**TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey 85 ft west of Wahl Ct**Time of Speed Survey** 11:09 AM - 12:24 PM**50th Percentile Speed (Mean Speed)** 27 MPH**85th Percentile Speed** 29.15 MPH**10 mph Pace Speed** 23 - 32 MPH**Percentage of Vehicles in Pace** 97.0%**Number of Survey Samples** 100**Posted Speed Limit** 30 MPH**Recommended Speed Limit** 30 MPH**Speed Limit Change** -

COLLISION HISTORY

Number of Years Studied 3**Total Collisions** 0**Collision Rate (ACC/MVM)** 0.00**Expected Collisions (ACC/MVM)** 1.07

TRAFFIC FACTORS

Average Daily Traffic 2,110 Vehicles**Type of Traffic Control** Stop controlled at Abrams Dr, Barth Ct, Horn Ct, Wahl Ct, Wittenmyer Ct, Bandholtz Ct, Brown Ct, Landrum Ct, and Ready Ct**Pedestrian Traffic** Low**Truck Traffic** Low

ROADWAY CHARACTERISTICS

Length of Segment 0.6 mi**Width** 22 ft (Approx.)**Number of Lanes** EB-1 WB-1**Street Classification** 2-Lane Collector**Divided Median?** No**Designated Bike Route?** No**Bike Lanes?** No**Uncontrolled Crosswalks?** No**On-Street Parking?** No - Red curb**Sidewalks?** Yes**Driveways?** Few**Vertical Curve** Yes**Horizontal Curve** Yes**Visibility** Good**Pavement Condition** Fair**Adjacent Land Use** Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Preston Drive between Abrams Drive and Imjin Parkway is classified as a Collector as per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 29.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of driveways, park, residential land uses, horizontal and vertical curves further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

43

STREET: 3rd Avenue
FROM: Imjin Parkway

SURVEY DATE: 12/5/2024
TO: 8th Street

SPEED DATA

Location of Speed Survey 195 ft north of 10th St
Time of Speed Survey 10:30 AM - 11:18 AM
50th Percentile Speed (Mean Speed) 24 MPH
85th Percentile Speed 27 MPH
10 mph Pace Speed 20 - 29 MPH
Percentage of Vehicles in Pace 97.0%
Number of Survey Samples 100

Posted Speed Limit 25 MPH
Recommended Speed Limit 25 MPH
Speed Limit Change -

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 981 Vehicles
Type of Traffic Control Stop controlled at Imjin Pkwy, Telegraph Blvd, 10th St, Boardwalk Ave, 9th St, and 8th St
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 0.4 mi
Width 31 ft (Approx.)
Number of Lanes NB-1 SB-1
Street Classification 2-Lane Collector
Divided Median? No - Just small segment near Imjin Pkwy had median
Designated Bike Route? Yes - There is a sign
Bike Lanes? No
Uncontrolled Crosswalks No There is a horse crossing sign
On-Street Parking? Yes
Sidewalks? Yes
Driveways? No
Vertical Curve Yes
Horizontal Curve No
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential and Commercial

COMMENTS & JUSTIFICATION

3rd Avenue between Imjin Parkway and 8th Street is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 27 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of on-street parking, vertical curve, residential and commercial land uses further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

44

STREET: Abrams Drive
FROM: Imjin Pkwy (west)

SURVEY DATE: 12/11/2024
TO: Preston Drive

SPEED DATA

Location of Speed Survey	130 ft west of Incheon Ct	Posted Speed Limit	25 MPH
Time of Speed Survey	2:26 PM - 3:02 PM	Recommended Speed Limit	30 MPH
50th Percentile Speed (Mean Speed)	30 MPH	Speed Limit Change	Increased by 5 MPH
85th Percentile Speed	35.15 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	74.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,667 Vehicles
Type of Traffic Control	Stop controlled at Imjin Pkwy, Brostorm Dr, Wilson Ct, Bayonet Ct, and Preston Dr. Traffic circles at MacArthur Dr, 3rd Ave, and Denall Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.1 mi
Width	49 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	No - Just small segment near Imjin Pkwy had median
Designated Bike Route?	Yes - There is a sign
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalk:	Yes - At Bluffs Dr There is a horse crossing sign
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Abrams Drive between Imjin Parkway and Preston Drive is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 35.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

45

STREET: Marina Heights Drive

SURVEY DATE: 12/11/2024

FROM: California Ave

TO: Imjin Pkwy

SPEED DATA

Location of Speed Survey 450 ft west of Arroyo Dr
Time of Speed Survey 1:39 PM - 2:21 PM

Posted Speed Limit 25 MPH
Recommended Speed Limit 30 MPH
Speed Limit Change Increased by 5 MPH

50th Percentile Speed (Mean Speed) 29 MPH
85th Percentile Speed 34 MPH
10 mph Pace Speed 25 - 34 MPH
Percentage of Vehicles in Pace 84.0%
Number of Survey Samples 100

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 0
Collision Rate (ACC/MVM) 0.00
Expected Collisions (ACC/MVM) 1.07

TRAFFIC FACTORS

Average Daily Traffic 2,407 Vehicles
Type of Traffic Control Stop controlled at California Ave, Arroyo Dr, and Imjin Pkwy. Traffic circle at Abrams Dr and Bonte Dr
Pedestrian Traffic Low
Truck Traffic Low

ROADWAY CHARACTERISTICS

Length of Segment 1.1 mi
Width 37 ft (Approx.)
Number of Lanes EB-1 WB-1
Street Classification 2-Lane Collector
Divided Median? Yes
Designated Bike Route? No
Bike Lanes? No - After Bluffs Dr there is bike lane on both side
Uncontrolled Crosswalk: No
On-Street Parking? Yes - After Bonte Dr on both side
Sidewalks? Yes - Only one side
Driveways? Few
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Pavement Condition Fair
Adjacent Land Use Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Marina Heights Drive between California Avenue and Imjin Parkway is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.

Appendix D
Radar Speed Survey Data

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Imjin Parkway
SURVEY LIMITS:	State Route 1 to California Avenue
SURVEY DATE:	Thursday, December 5, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	11:22:00 AM
SURVEY END TIME:	12:00:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	50 MPH
DIRECTION OF TRAFFIC:	EB WB

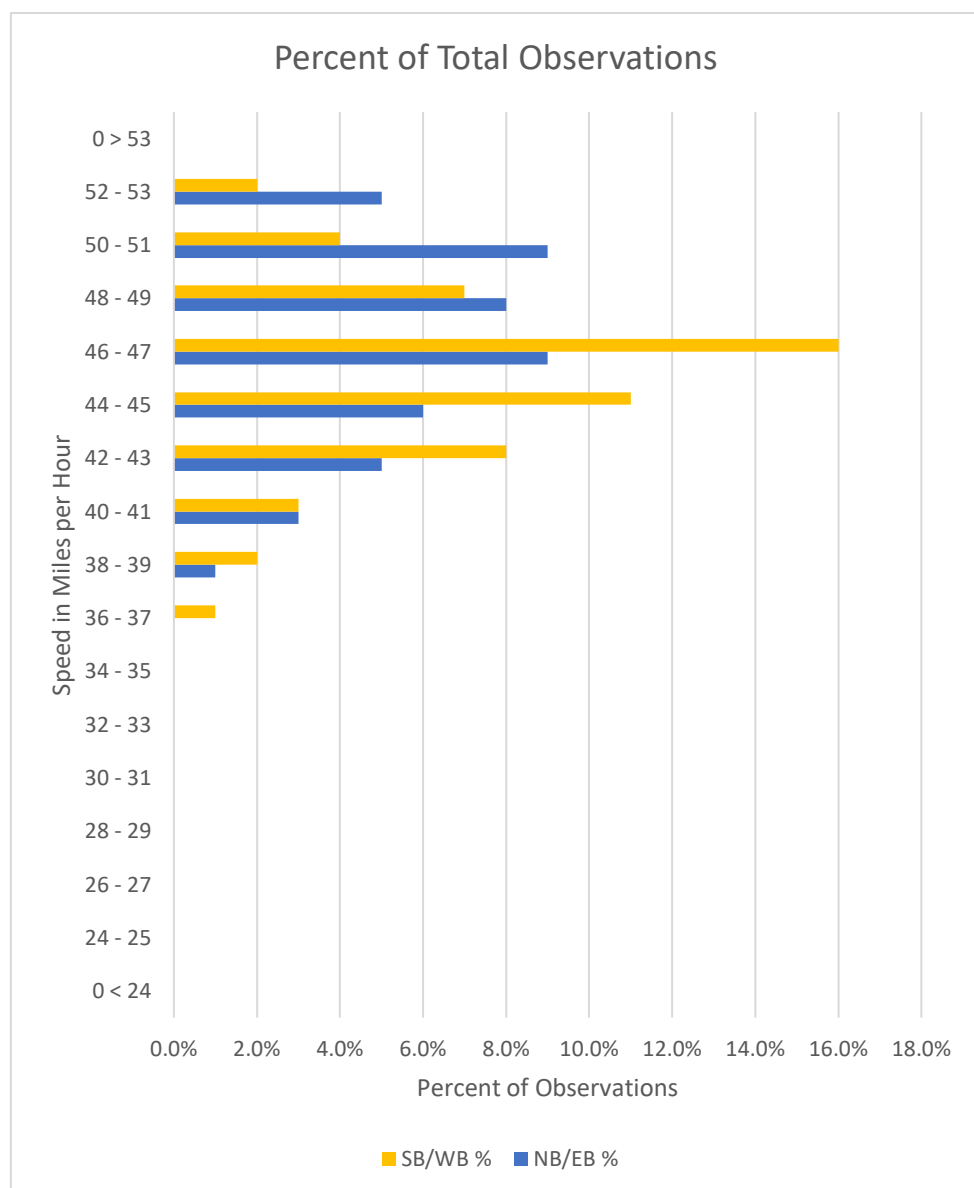
LOCATION:	1
COLLECTOR:	Jesus
WEATHER:	Sunny
# OF LANES:	4

CRITICAL SPEED (85TH PERCENTILE) 50 MPH	50TH PERCENTILE 46.5 MPH 15TH PERCENTILE 42 MPH	PACE SPEED 42 MPH Below Pace 10.0% TO In Pace 83.0% 51 MPH Above Pace 7.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 50 MPH 86.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4646.0% SB/WB5454.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **50 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 24	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	0	0.0%	0	0%	0.0%	0	0.0%
30 - 31	0	0.0%	0	0%	0.0%	0	0.0%
32 - 33	0	0.0%	0	0%	0.0%	0	0.0%
34 - 35	0	0.0%	0	0%	0.0%	0	0.0%
36 - 37	0	0.0%	1	1%	1.0%	1	1.0%
38 - 39	1	1.0%	2	2%	3.0%	4	4.0%
40 - 41	3	3.0%	3	3%	6.0%	10	10.0%
42 - 43	5	5.0%	8	8%	13.0%	23	23.0%
44 - 45	6	6.0%	11	11%	17.0%	40	40.0%
46 - 47	9	9.0%	16	16%	25.0%	65	65.0%
48 - 49	8	8.0%	7	7%	15.0%	80	80.0%
50 - 51	9	9.0%	4	4%	13.0%	93	93.0%
52 - 53	5	5.0%	2	2%	7.0%	100	100.0%
0 > 53	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Imjin Parkway
SURVEY LIMITS:	California Avenue to Reservation Road
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	11:27:00 AM
SURVEY END TIME:	11:53:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	35 MPH
DIRECTION OF TRAFFIC:	EB WB

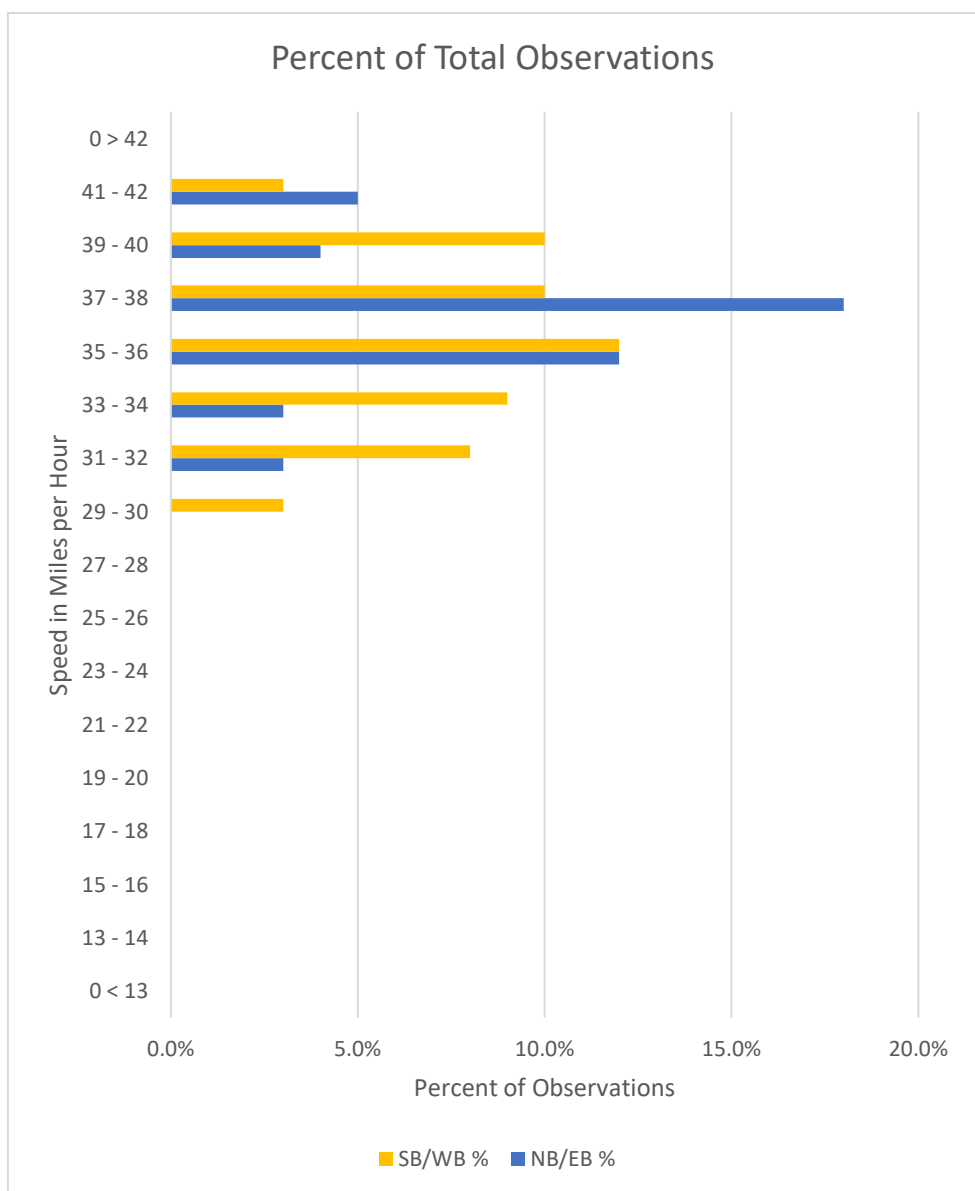
LOCATION: 2
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 39.15 MPH	50TH PERCENTILE 36.5 MPH 15TH PERCENTILE 33 MPH	PACE SPEED 32 MPH Below Pace 5.0% TO In Pace 92.0% 41 MPH Above Pace 3.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 35 MPH 34.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4545.0% SB/WB5555.0%		

UNUSUAL CONDITIONS: **WB lane closure due to long-term construction. Traffic is still free flowing**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	3	3%	3.0%	3	3.0%
31 - 32	3	3.0%	8	8%	11.0%	14	14.0%
33 - 34	3	3.0%	9	9%	12.0%	26	26.0%
35 - 36	12	12.0%	12	12%	24.0%	50	50.0%
37 - 38	18	18.0%	10	10%	28.0%	78	78.0%
39 - 40	4	4.0%	10	10%	14.0%	92	92.0%
41 - 42	5	5.0%	3	3%	8.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Del Monte Boulevard
SURVEY LIMITS:	SR1/Reindollar Avenue to Reservation Road
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:23:00 AM
SURVEY END TIME:	9:46:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	40 MPH
DIRECTION OF TRAFFIC:	NB SB

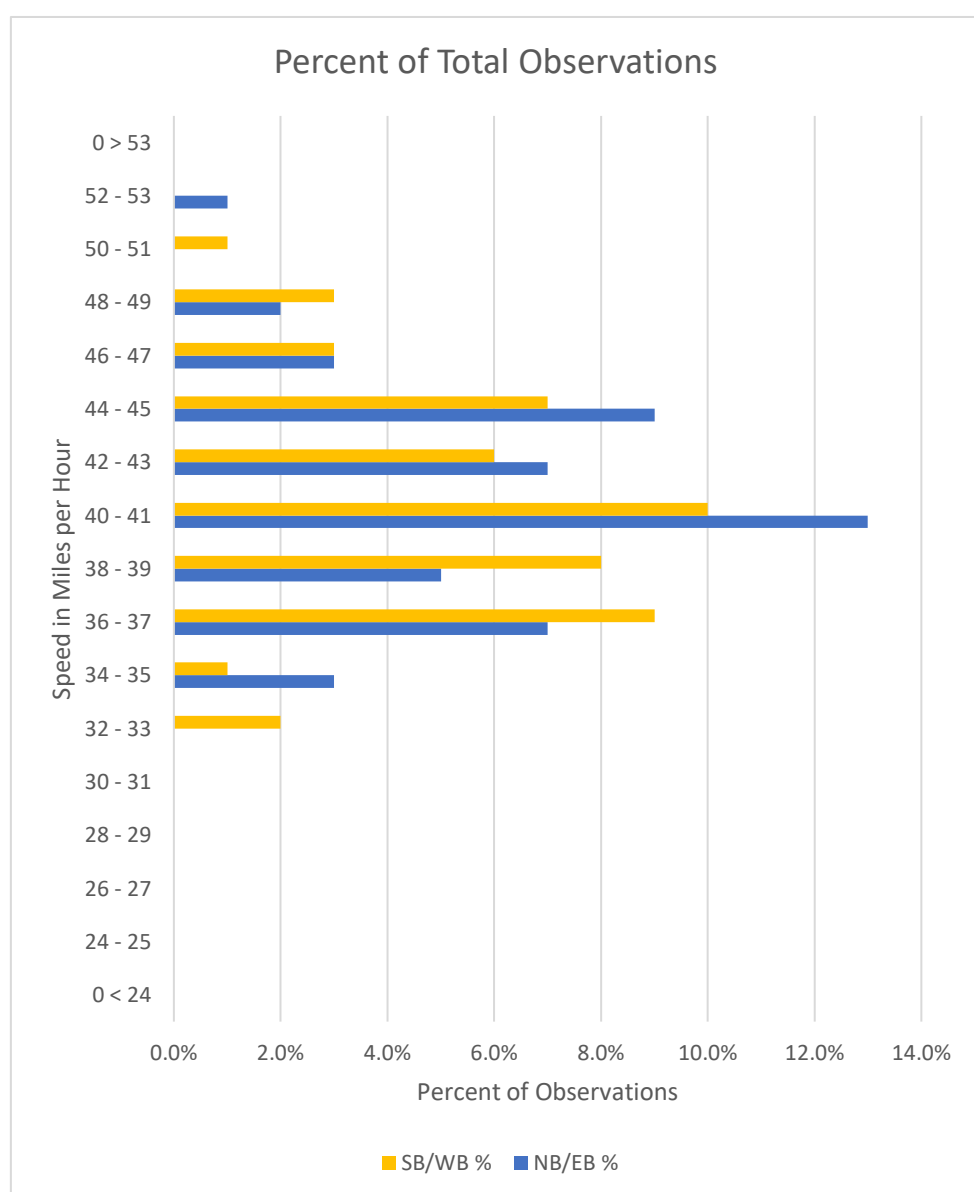
LOCATION: 3
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 4

CRITICAL SPEED (85TH PERCENTILE) 45 MPH	50TH PERCENTILE 40.5 MPH 15TH PERCENTILE 37 MPH	PACE SPEED 36 MPH Below Pace 6.0% TO In Pace 81.0% 45 MPH Above Pace 13.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 40 MPH 50.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 24	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	0	0.0%	0	0%	0.0%	0	0.0%
30 - 31	0	0.0%	0	0%	0.0%	0	0.0%
32 - 33	0	0.0%	2	2%	2.0%	2	2.0%
34 - 35	3	3.0%	1	1%	4.0%	6	6.0%
36 - 37	7	7.0%	9	9%	16.0%	22	22.0%
38 - 39	5	5.0%	8	8%	13.0%	35	35.0%
40 - 41	13	13.0%	10	10%	23.0%	58	58.0%
42 - 43	7	7.0%	6	6%	13.0%	71	71.0%
44 - 45	9	9.0%	7	7%	16.0%	87	87.0%
46 - 47	3	3.0%	3	3%	6.0%	93	93.0%
48 - 49	2	2.0%	3	3%	5.0%	98	98.0%
50 - 51	0	0.0%	1	1%	1.0%	99	99.0%
52 - 53	1	1.0%	0	0%	1.0%	100	100.0%
0 > 53	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Del Monte Boulevard	LOCATION:	4
SURVEY LIMITS:	Reservation Road to Beach Road	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	4
SURVEY START TIME:	9:35:00 AM		
SURVEY END TIME:	9:50:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

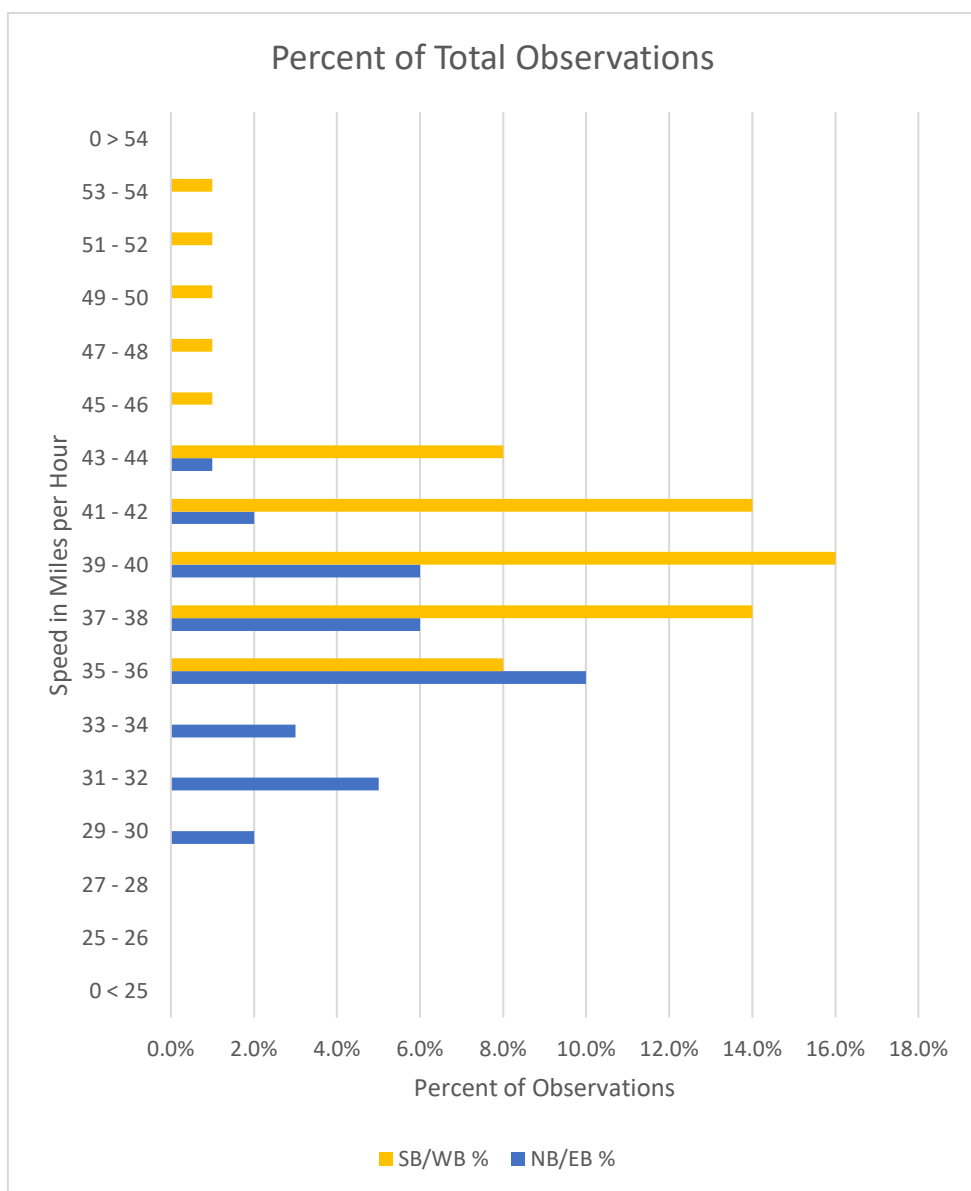
ROADWAY SURVEYED:	Del Monte Boulevard	LOCATION:	4
SURVEY LIMITS:	Reservation Road to Beach Road	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	4
SURVEY START TIME:	9:35:00 AM		
SURVEY END TIME:	9:50:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE) 42 MPH	50TH PERCENTILE 39 MPH 15TH PERCENTILE 35 MPH	PACE SPEED 35 MPH Below Pace 10.0% TO In Pace 85.0% 44 MPH Above Pace 5.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 40 MPH 70.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB3535.0% SB/WB6565.0%		

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 25	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	2	2.0%	0	0%	2.0%	2	2.0%
31 - 32	5	5.0%	0	0%	5.0%	7	7.0%
33 - 34	3	3.0%	0	0%	3.0%	10	10.0%
35 - 36	10	10.0%	8	8%	18.0%	28	28.0%
37 - 38	6	6.0%	14	14%	20.0%	48	48.0%
39 - 40	6	6.0%	16	16%	22.0%	70	70.0%
41 - 42	2	2.0%	14	14%	16.0%	86	86.0%
43 - 44	1	1.0%	8	8%	9.0%	95	95.0%
45 - 46	0	0.0%	1	1%	1.0%	96	96.0%
47 - 48	0	0.0%	1	1%	1.0%	97	97.0%
49 - 50	0	0.0%	1	1%	1.0%	98	98.0%
51 - 52	0	0.0%	1	1%	1.0%	99	99.0%
53 - 54	0	0.0%	1	1%	1.0%	100	100.0%
0 > 54	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Del Monte Boulevard
SURVEY LIMITS:	Beach Road to Marina Greens Drive
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Poor
SURVEY START TIME:	9:05:00 AM
SURVEY END TIME:	9:30:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	40 MPH
DIRECTION OF TRAFFIC:	NB SB

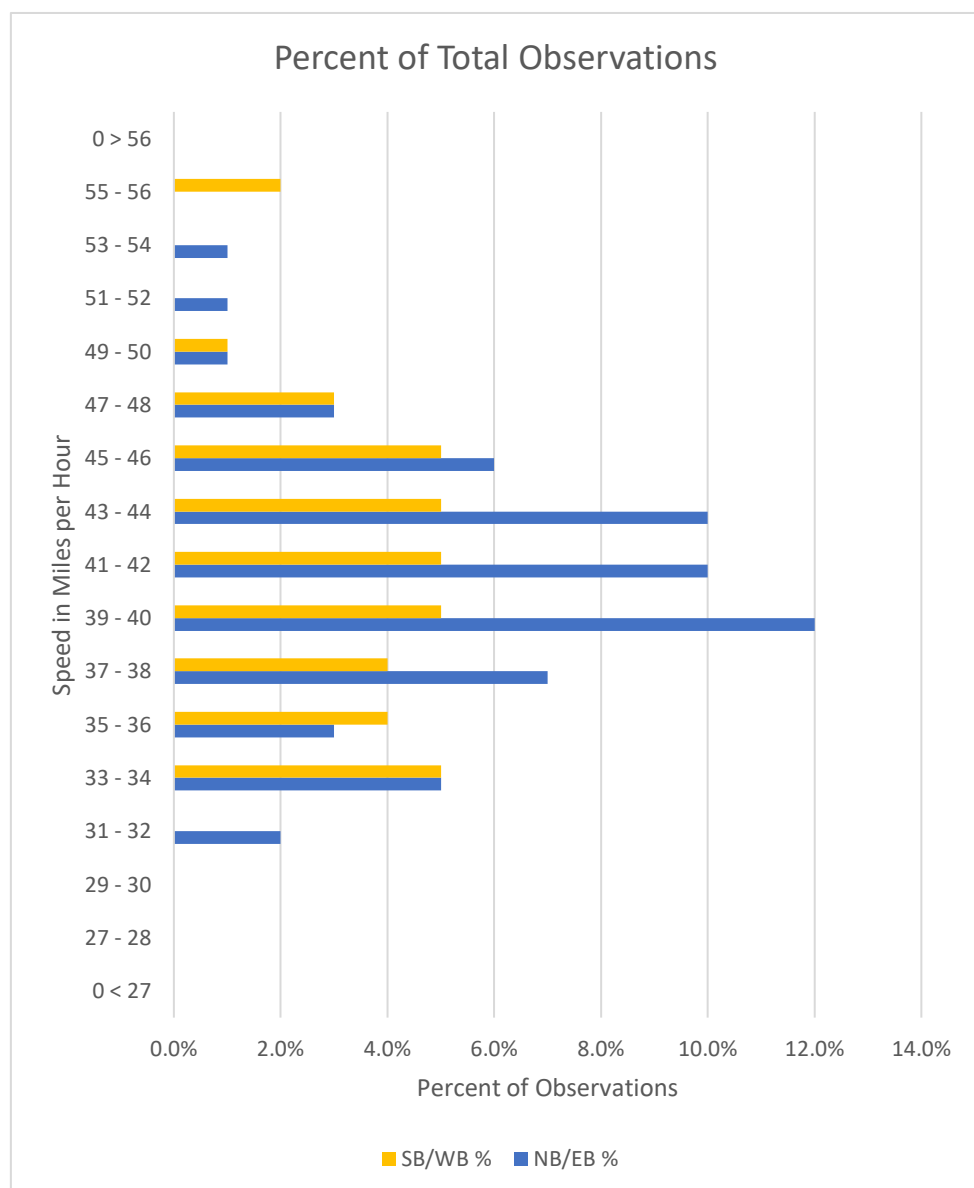
LOCATION: 5
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 45.15 MPH	50TH PERCENTILE15TH PERCENTILE 41 MPH35.85 MPH	PACE SPEED 36 MPH TO 45 MPH Below Pace In Pace Above Pace 15.0%70.0%15.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 40 MPH 47.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB6161.0% SB/WB3939.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 27	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	2	2.0%	0	0%	2.0%	2	2.0%
33 - 34	5	5.0%	5	5%	10.0%	12	12.0%
35 - 36	3	3.0%	4	4%	7.0%	19	19.0%
37 - 38	7	7.0%	4	4%	11.0%	30	30.0%
39 - 40	12	12.0%	5	5%	17.0%	47	47.0%
41 - 42	10	10.0%	5	5%	15.0%	62	62.0%
43 - 44	10	10.0%	5	5%	15.0%	77	77.0%
45 - 46	6	6.0%	5	5%	11.0%	88	88.0%
47 - 48	3	3.0%	3	3%	6.0%	94	94.0%
49 - 50	1	1.0%	1	1%	2.0%	96	96.0%
51 - 52	1	1.0%	0	0%	1.0%	97	97.0%
53 - 54	1	1.0%	0	0%	1.0%	98	98.0%
55 - 56	0	0.0%	2	2%	2.0%	100	100.0%
0 > 56	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reservation Road
SURVEY LIMITS:	Dunes Drive to Beach Road
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Poor
SURVEY START TIME:	2:27:00 AM
SURVEY END TIME:	2:50:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	35 MPH
DIRECTION OF TRAFFIC:	EB WB

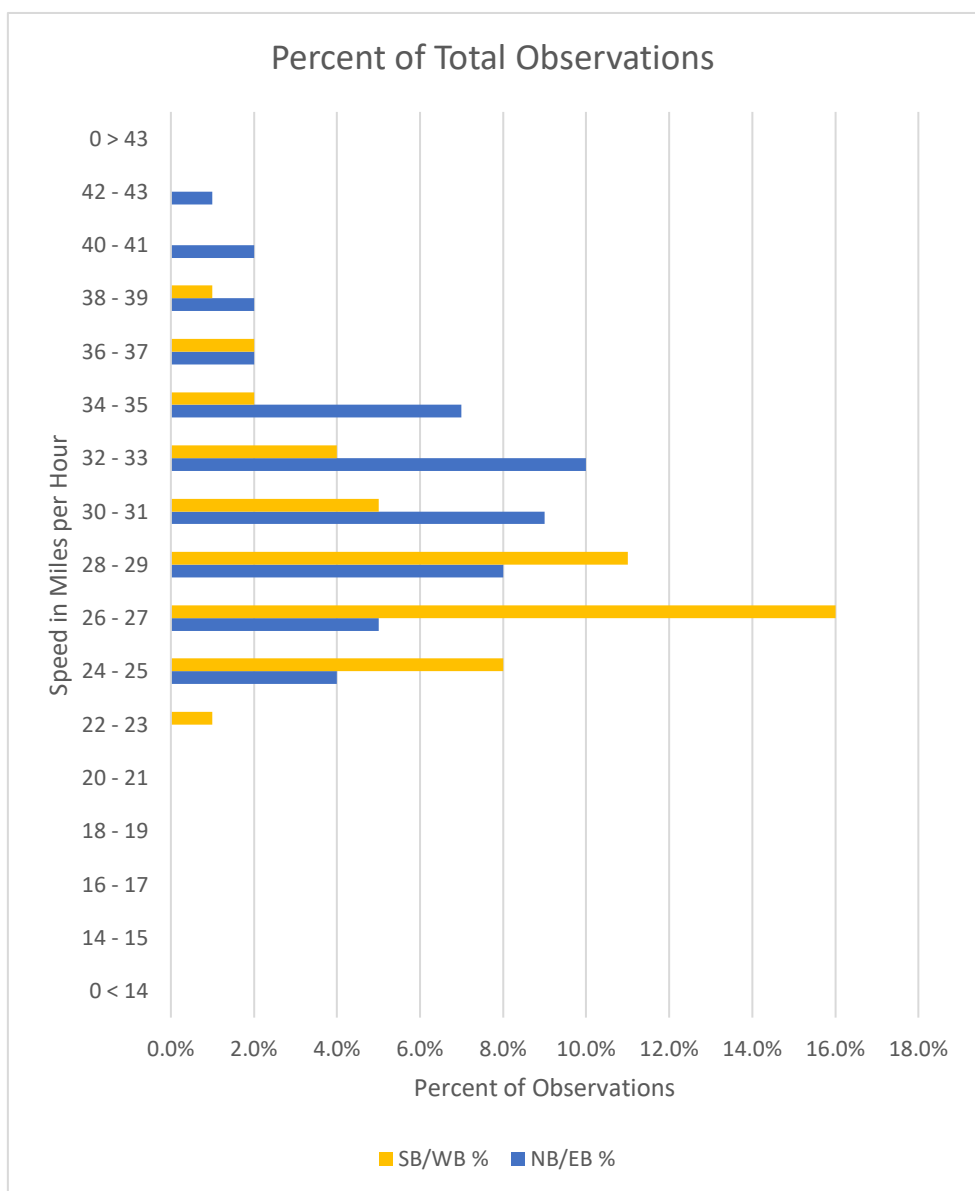
LOCATION: 6
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 5

CRITICAL SPEED (85TH PERCENTILE) 34 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 26 MPH	PACE SPEED 25 MPH Below Pace 5.0% TO In Pace 81.0% 34 MPH Above Pace 14.0%
PRIMA FACIE SPEED LIMIT 25 MPH 13.0% COMPLYING	EXISTING SPEED LIMIT 35 MPH 90.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	4	4.0%	8	8%	12.0%	13	13.0%
26 - 27	5	5.0%	16	16%	21.0%	34	34.0%
28 - 29	8	8.0%	11	11%	19.0%	53	53.0%
30 - 31	9	9.0%	5	5%	14.0%	67	67.0%
32 - 33	10	10.0%	4	4%	14.0%	81	81.0%
34 - 35	7	7.0%	2	2%	9.0%	90	90.0%
36 - 37	2	2.0%	2	2%	4.0%	94	94.0%
38 - 39	2	2.0%	1	1%	3.0%	97	97.0%
40 - 41	2	2.0%	0	0%	2.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reservation Road
SURVEY LIMITS:	Beach Road to Del Monte Boulevard
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	2:52:00 PM
SURVEY END TIME:	3:05:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

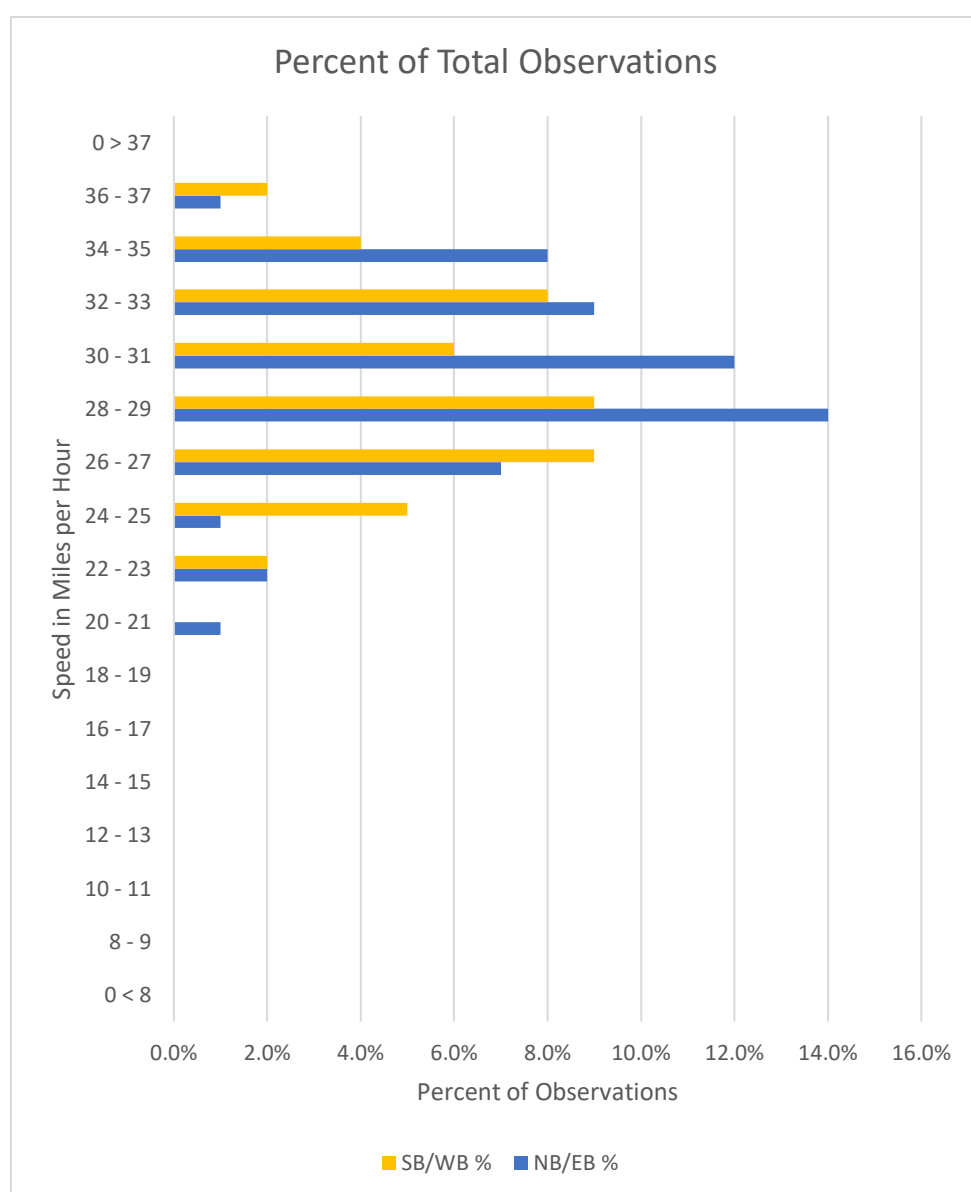
LOCATION: 7
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 3

CRITICAL SPEED (85TH PERCENTILE) 33.15 MPH	50TH PERCENTILE 29.5 MPH 15TH PERCENTILE 26 MPH	PACE SPEED 26 MPH Below Pace 11.0% TO In Pace 86.0% 35 MPH Above Pace 3.0%
PRIMA FACIE SPEED LIMIT 25 MPH 11.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 60.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5555.0% SB/WB4545.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 8	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	0	0%	1.0%	1	1.0%
22 - 23	2	2.0%	2	2%	4.0%	5	5.0%
24 - 25	1	1.0%	5	5%	6.0%	11	11.0%
26 - 27	7	7.0%	9	9%	16.0%	27	27.0%
28 - 29	14	14.0%	9	9%	23.0%	50	50.0%
30 - 31	12	12.0%	6	6%	18.0%	68	68.0%
32 - 33	9	9.0%	8	8%	17.0%	85	85.0%
34 - 35	8	8.0%	4	4%	12.0%	97	97.0%
36 - 37	1	1.0%	2	2%	3.0%	100	100.0%
0 > 37	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reservation Road	LOCATION:	8
SURVEY LIMITS:	Del Monte Boulevard to Crescent Avenue	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:52:00 AM		
SURVEY END TIME:	12:40:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

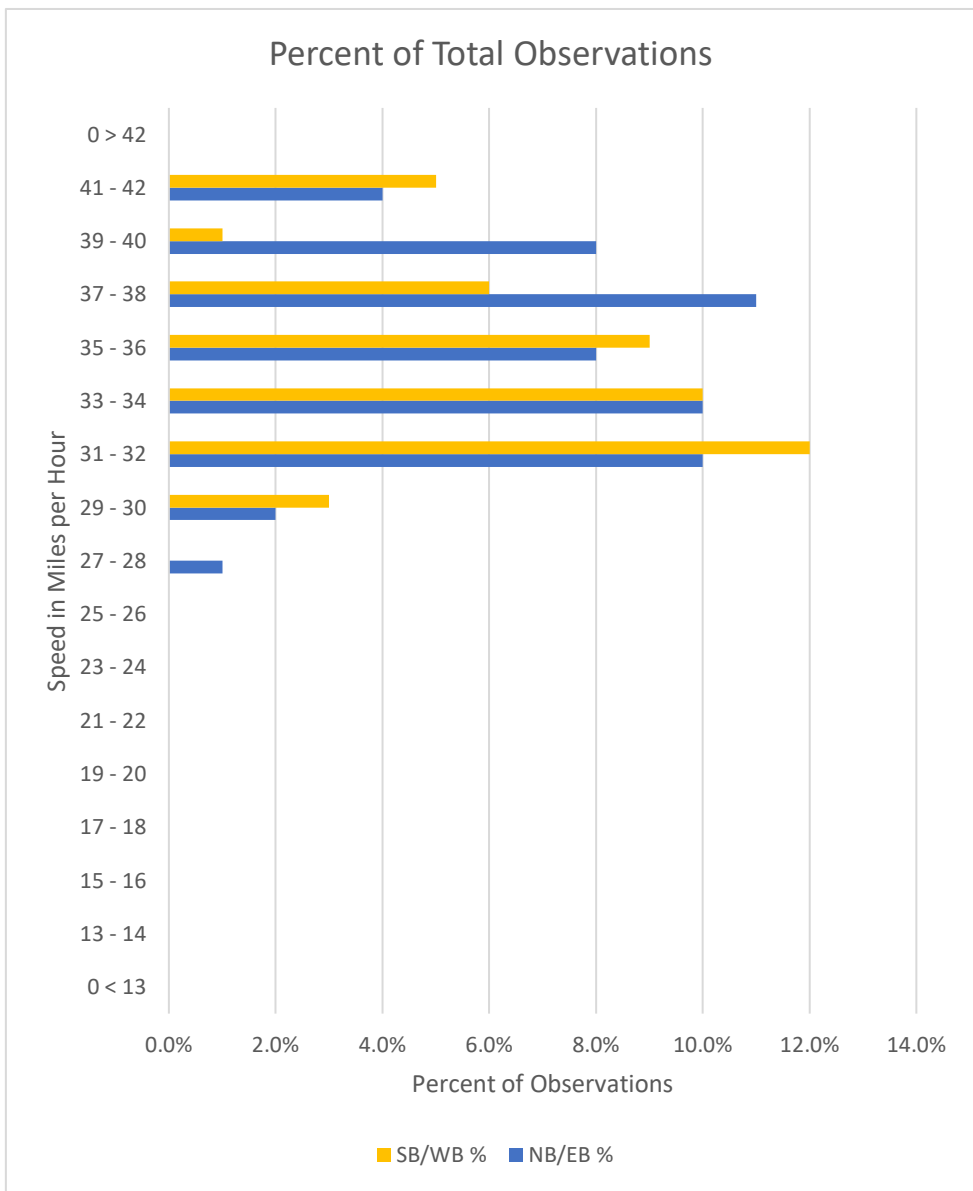
ROADWAY SURVEYED:	Reservation Road	LOCATION:	8
SURVEY LIMITS:	Del Monte Boulevard to Crescent Avenue	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:52:00 AM		
SURVEY END TIME:	12:40:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE) 39 MPH	50TH PERCENTILE 35 MPH 15TH PERCENTILE 32 MPH	PACE SPEED 32 MPH Below Pace 10.0% TO In Pace 89.0% 41 MPH Above Pace 1.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 35 MPH 52.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5454.0% SB/WB4646.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD** MPH

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	1	1.0%	0	0%	1.0%	1	1.0%
29 - 30	2	2.0%	3	3%	5.0%	6	6.0%
31 - 32	10	10.0%	12	12%	22.0%	28	28.0%
33 - 34	10	10.0%	10	10%	20.0%	48	48.0%
35 - 36	8	8.0%	9	9%	17.0%	65	65.0%
37 - 38	11	11.0%	6	6%	17.0%	82	82.0%
39 - 40	8	8.0%	1	1%	9.0%	91	91.0%
41 - 42	4	4.0%	5	5%	9.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reservation Road
SURVEY LIMITS:	Crescent Avenue to California Avenue
SURVEY DATE:	Wednesday, December 18, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	11:15:00 AM
SURVEY END TIME:	11:48:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	40 MPH
DIRECTION OF TRAFFIC:	EB WB

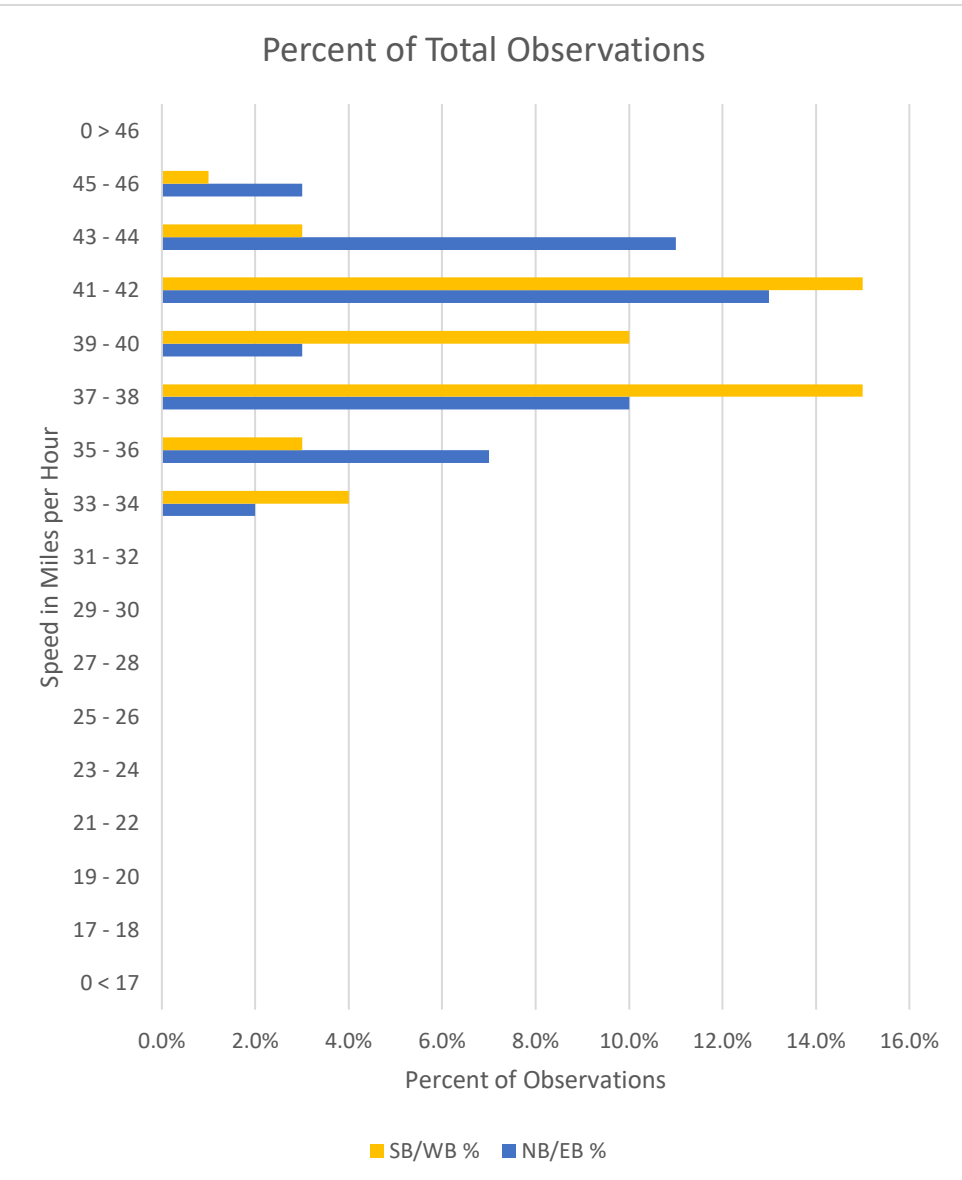
LOCATION: 9
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 4

CRITICAL SPEED (85TH PERCENTILE) 43 MPH	50TH PERCENTILE 39 MPH 15TH PERCENTILE 36 MPH	PACE SPEED 35 MPH Below Pace 6.0% TO In Pace 90.0% 44 MPH Above Pace 4.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 40 MPH 54.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4949.0% SB/WB5151.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 17	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	2	2.0%	4	4%	6.0%	6	6.0%
35 - 36	7	7.0%	3	3%	10.0%	16	16.0%
37 - 38	10	10.0%	15	15%	25.0%	41	41.0%
39 - 40	3	3.0%	10	10%	13.0%	54	54.0%
41 - 42	13	13.0%	15	15%	28.0%	82	82.0%
43 - 44	11	11.0%	3	3%	14.0%	96	96.0%
45 - 46	3	3.0%	1	1%	4.0%	100	100.0%
0 > 46	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reservation Road
SURVEY LIMITS:	California Avenue to Salinas Avenue
SURVEY DATE:	Tuesday, December 10, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	1:28:00 PM
SURVEY END TIME:	1:57:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	45 MPH
DIRECTION OF TRAFFIC:	EB WB

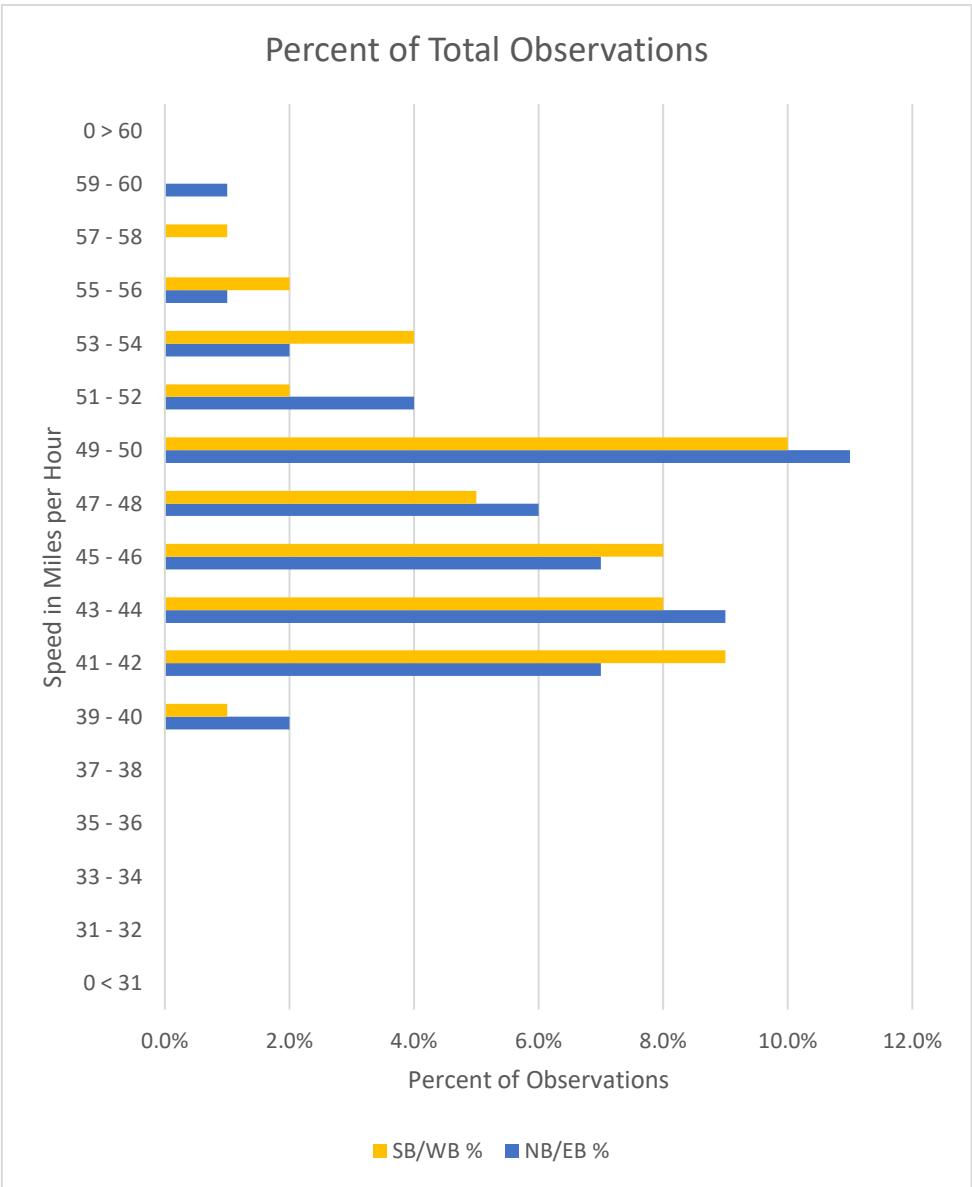
LOCATION: 10
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 4

CRITICAL SPEED (85TH PERCENTILE) 51 MPH	50TH PERCENTILE 46 MPH 15TH PERCENTILE 42 MPH	PACE SPEED 41 MPH Below Pace 3.0% TO In Pace 80.0% 50 MPH Above Pace 17.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 45 MPH 45.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD** MPH

SPEED ZONE LIMITS: **45 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 31	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	0	0.0%	0	0%	0.0%	0	0.0%
35 - 36	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	0	0.0%	0	0%	0.0%	0	0.0%
39 - 40	2	2.0%	1	1%	3.0%	3	3.0%
41 - 42	7	7.0%	9	9%	16.0%	19	19.0%
43 - 44	9	9.0%	8	8%	17.0%	36	36.0%
45 - 46	7	7.0%	8	8%	15.0%	51	51.0%
47 - 48	6	6.0%	5	5%	11.0%	62	62.0%
49 - 50	11	11.0%	10	10%	21.0%	83	83.0%
51 - 52	4	4.0%	2	2%	6.0%	89	89.0%
53 - 54	2	2.0%	4	4%	6.0%	95	95.0%
55 - 56	1	1.0%	2	2%	3.0%	98	98.0%
57 - 58	0	0.0%	1	1%	1.0%	99	99.0%
59 - 60	1	1.0%	0	0%	1.0%	100	100.0%
0 > 60	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reservation Road
SURVEY LIMITS:	Salinas Avenue to Imjin Parkway
SURVEY DATE:	Tuesday, December 10, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	1:02:00 PM
SURVEY END TIME:	1:26:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	55 MPH
DIRECTION OF TRAFFIC:	EB WB

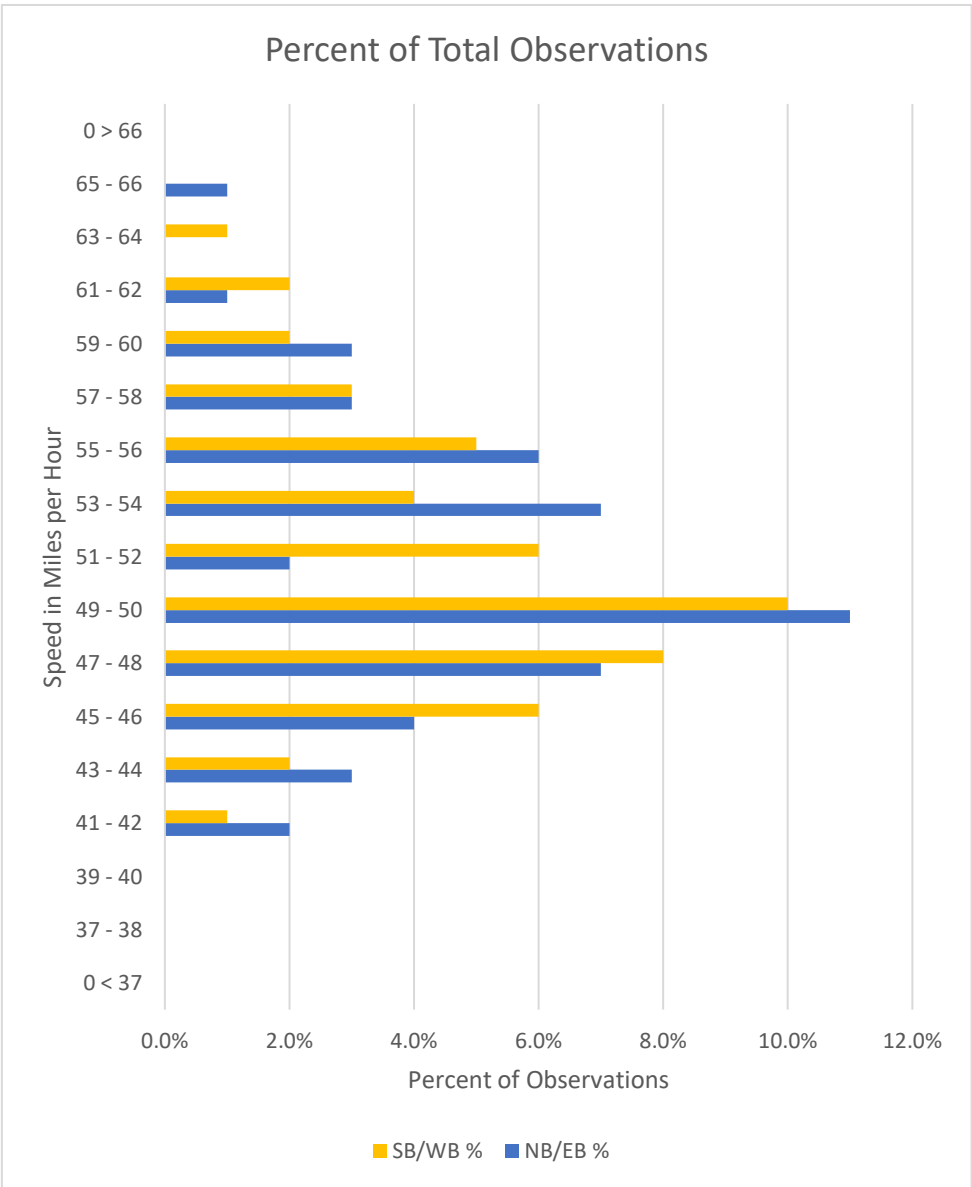
LOCATION: 11
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 4

CRITICAL SPEED (85TH PERCENTILE) 57 MPH	50TH PERCENTILE 50 MPH 15TH PERCENTILE 46 MPH	PACE SPEED 46 MPH Below Pace 13.0% TO In Pace 69.0% 55 MPH Above Pace 18.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 55 MPH 82.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **55 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 37	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	0	0.0%	0	0%	0.0%	0	0.0%
39 - 40	0	0.0%	0	0%	0.0%	0	0.0%
41 - 42	2	2.0%	1	1%	3.0%	3	3.0%
43 - 44	3	3.0%	2	2%	5.0%	8	8.0%
45 - 46	4	4.0%	6	6%	10.0%	18	18.0%
47 - 48	7	7.0%	8	8%	15.0%	33	33.0%
49 - 50	11	11.0%	10	10%	21.0%	54	54.0%
51 - 52	2	2.0%	6	6%	8.0%	62	62.0%
53 - 54	7	7.0%	4	4%	11.0%	73	73.0%
55 - 56	6	6.0%	5	5%	11.0%	84	84.0%
57 - 58	3	3.0%	3	3%	6.0%	90	90.0%
59 - 60	3	3.0%	2	2%	5.0%	95	95.0%
61 - 62	1	1.0%	2	2%	3.0%	98	98.0%
63 - 64	0	0.0%	1	1%	1.0%	99	99.0%
65 - 66	1	1.0%	0	0%	1.0%	100	100.0%
0 > 66	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reservation Road
SURVEY LIMITS:	Imjin Parkway to Blanco Road
SURVEY DATE:	Tuesday, December 10, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	12:39:00 PM
SURVEY END TIME:	12:58:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	55 MPH
DIRECTION OF TRAFFIC:	EB WB

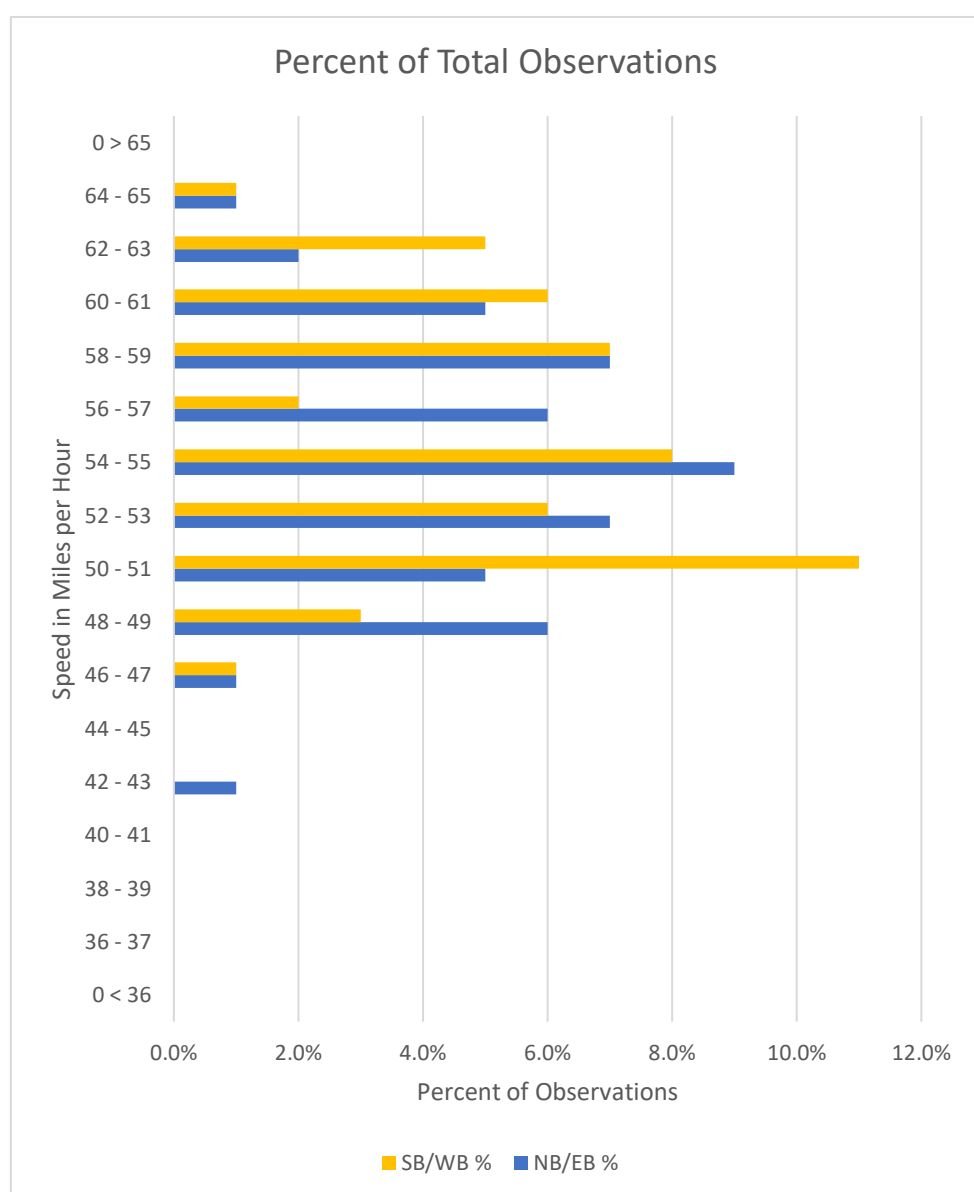
LOCATION: 12
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 5

CRITICAL SPEED (85TH PERCENTILE) 60.15 MPH	50TH PERCENTILE 55 MPH 15TH PERCENTILE 50 MPH	PACE SPEED 50 MPH Below Pace 12.0% TO In Pace 68.0% 59 MPH Above Pace 20.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 55 MPH 58.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **55 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 36	0	0.0%	0	0%	0.0%	0	0.0%
36 - 37	0	0.0%	0	0%	0.0%	0	0.0%
38 - 39	0	0.0%	0	0%	0.0%	0	0.0%
40 - 41	0	0.0%	0	0%	0.0%	0	0.0%
42 - 43	1	1.0%	0	0%	1.0%	1	1.0%
44 - 45	0	0.0%	0	0%	0.0%	1	1.0%
46 - 47	1	1.0%	1	1%	2.0%	3	3.0%
48 - 49	6	6.0%	3	3%	9.0%	12	12.0%
50 - 51	5	5.0%	11	11%	16.0%	28	28.0%
52 - 53	7	7.0%	6	6%	13.0%	41	41.0%
54 - 55	9	9.0%	8	8%	17.0%	58	58.0%
56 - 57	6	6.0%	2	2%	8.0%	66	66.0%
58 - 59	7	7.0%	7	7%	14.0%	80	80.0%
60 - 61	5	5.0%	6	6%	11.0%	91	91.0%
62 - 63	2	2.0%	5	5%	7.0%	98	98.0%
64 - 65	1	1.0%	1	1%	2.0%	100	100.0%
0 > 65	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	8th Street
SURVEY LIMITS:	2nd Avenue to 3rd Avenue
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	New
SURVEY START TIME:	9:18:00 AM
SURVEY END TIME:	11:18:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	EB WB

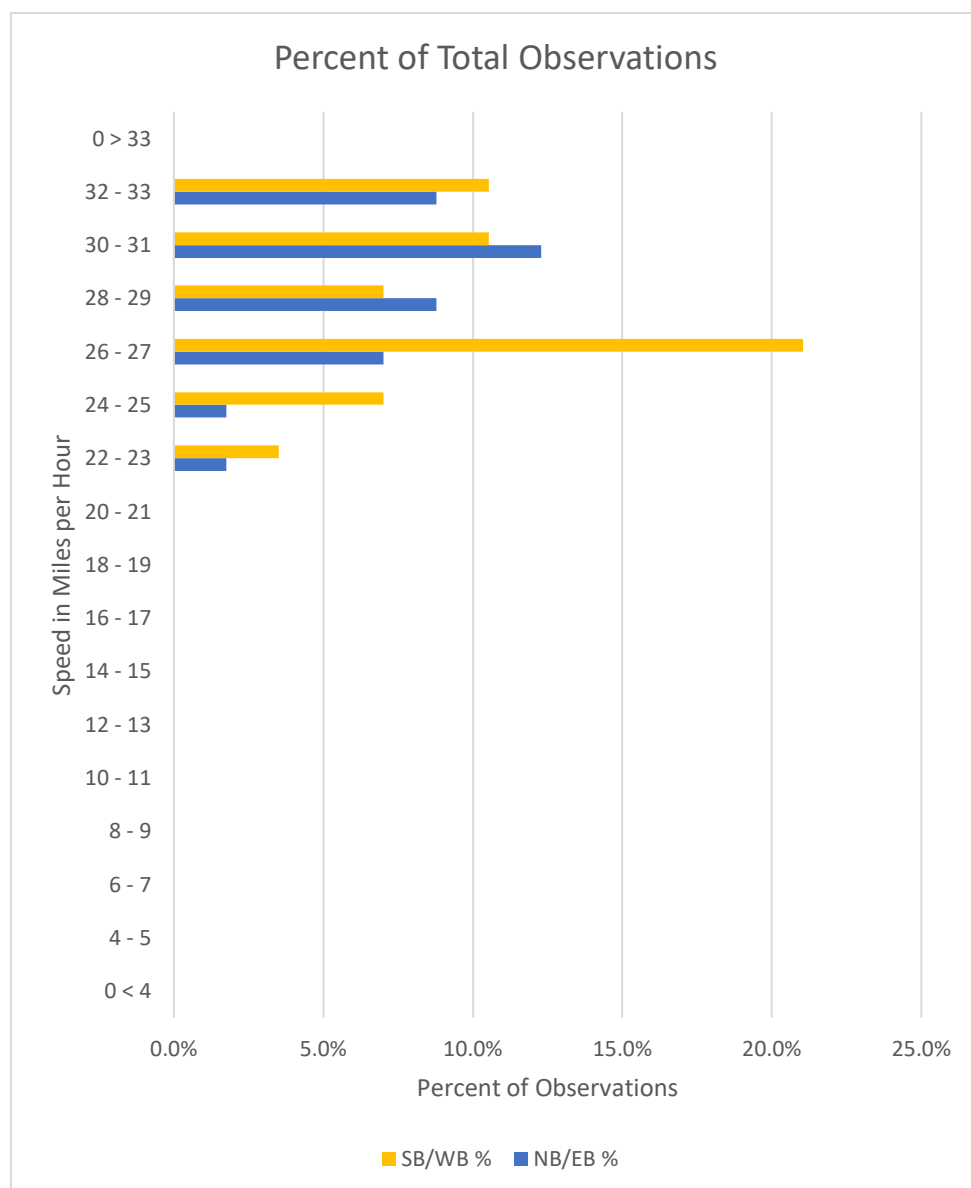
LOCATION: 13
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 32.6 MPH	50TH PERCENTILE 28 MPH 15TH PERCENTILE 26 MPH	PACE SPEED 24 MPH Below Pace 5.3% TO In Pace 94.7% 33 MPH Above Pace 0.0%
PRIMA FACIE SPEED LIMIT 25 MPH 14.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 14.0% COMPLYING	
DIRECTION OF COLLECTION #Entries 57 NB/EB 23 40.4% SB/WB 34 59.6%		

UNUSUAL CONDITIONS: None

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 4	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	1	1.8%	2	4%	5.3%	3	5.3%
24 - 25	1	1.8%	4	7%	8.8%	8	14.0%
26 - 27	4	7.0%	12	21%	28.1%	24	42.1%
28 - 29	5	8.8%	4	7%	15.8%	33	57.9%
30 - 31	7	12.3%	6	11%	22.8%	46	80.7%
32 - 33	5	8.8%	6	11%	19.3%	57	100.0%
0 > 33	0	0.0%	0	0%	0.0%	57	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	8th Street	LOCATION:	14
SURVEY LIMITS:	5th Avenue to Inter-Garrison Road	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	2:50:00 PM		
SURVEY END TIME:	3:52:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

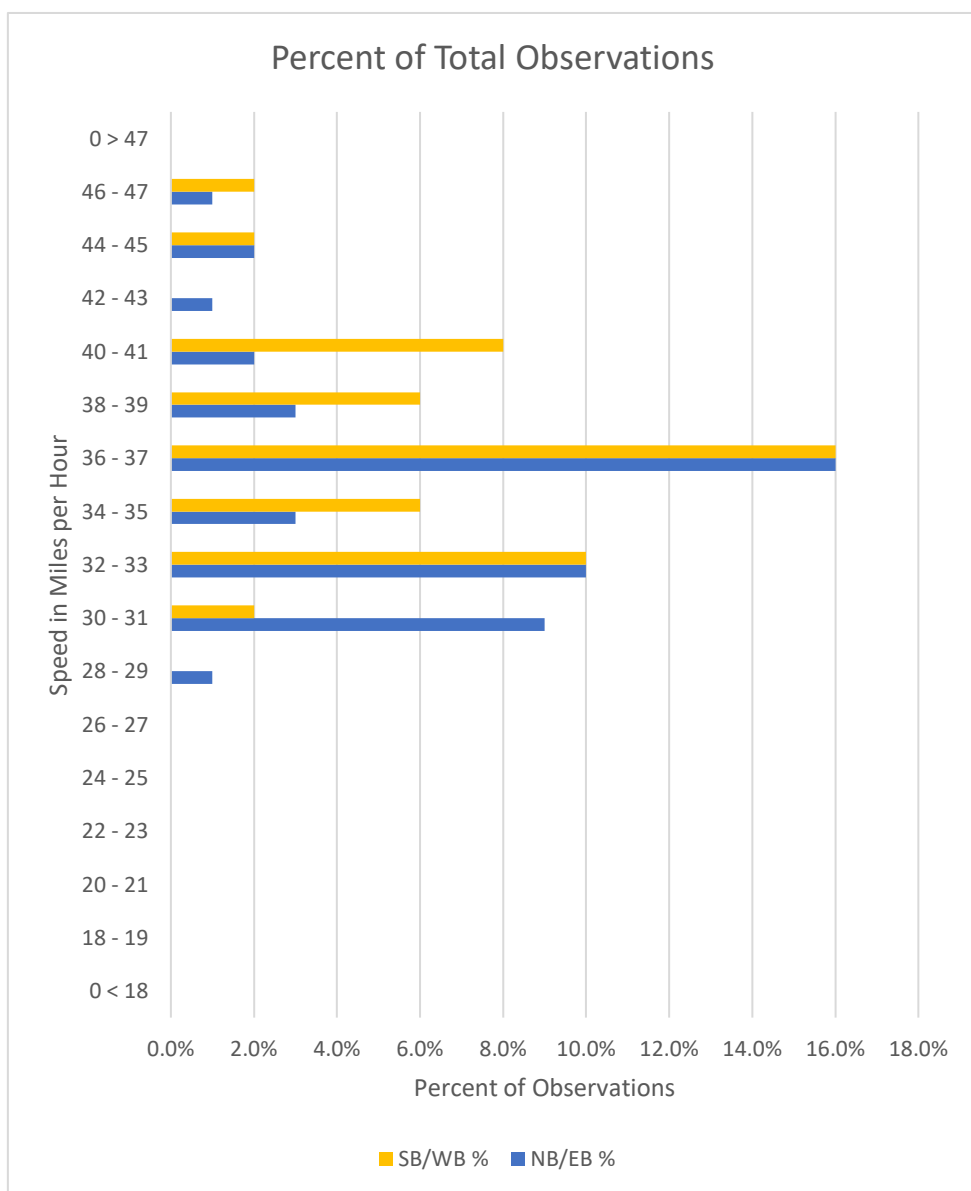
ROADWAY SURVEYED:	8th Street	LOCATION:	14
SURVEY LIMITS:	5th Avenue to Inter-Garrison Road	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	2:50:00 PM		
SURVEY END TIME:	3:52:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE) 41 MPH	50TH PERCENTILE 36 MPH 15TH PERCENTILE 32 MPH	PACE SPEED 30 MPH Below Pace 1.0% TO In Pace 81.0% 39 MPH Above Pace 18.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 40 MPH 84.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4848.0% SB/WB5252.0%		

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 18	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.0%	0	0%	1.0%	1	1.0%
30 - 31	9	9.0%	2	2%	11.0%	12	12.0%
32 - 33	10	10.0%	10	10%	20.0%	32	32.0%
34 - 35	3	3.0%	6	6%	9.0%	41	41.0%
36 - 37	16	16.0%	16	16%	32.0%	73	73.0%
38 - 39	3	3.0%	6	6%	9.0%	82	82.0%
40 - 41	2	2.0%	8	8%	10.0%	92	92.0%
42 - 43	1	1.0%	0	0%	1.0%	93	93.0%
44 - 45	2	2.0%	2	2%	4.0%	97	97.0%
46 - 47	1	1.0%	2	2%	3.0%	100	100.0%
0 > 47	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	9th Street
SURVEY LIMITS:	1st Avenue to 2nd Avenue
SURVEY DATE:	Thursday, December 5, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	12:04:00 PM
SURVEY END TIME:	12:41:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	EB WB

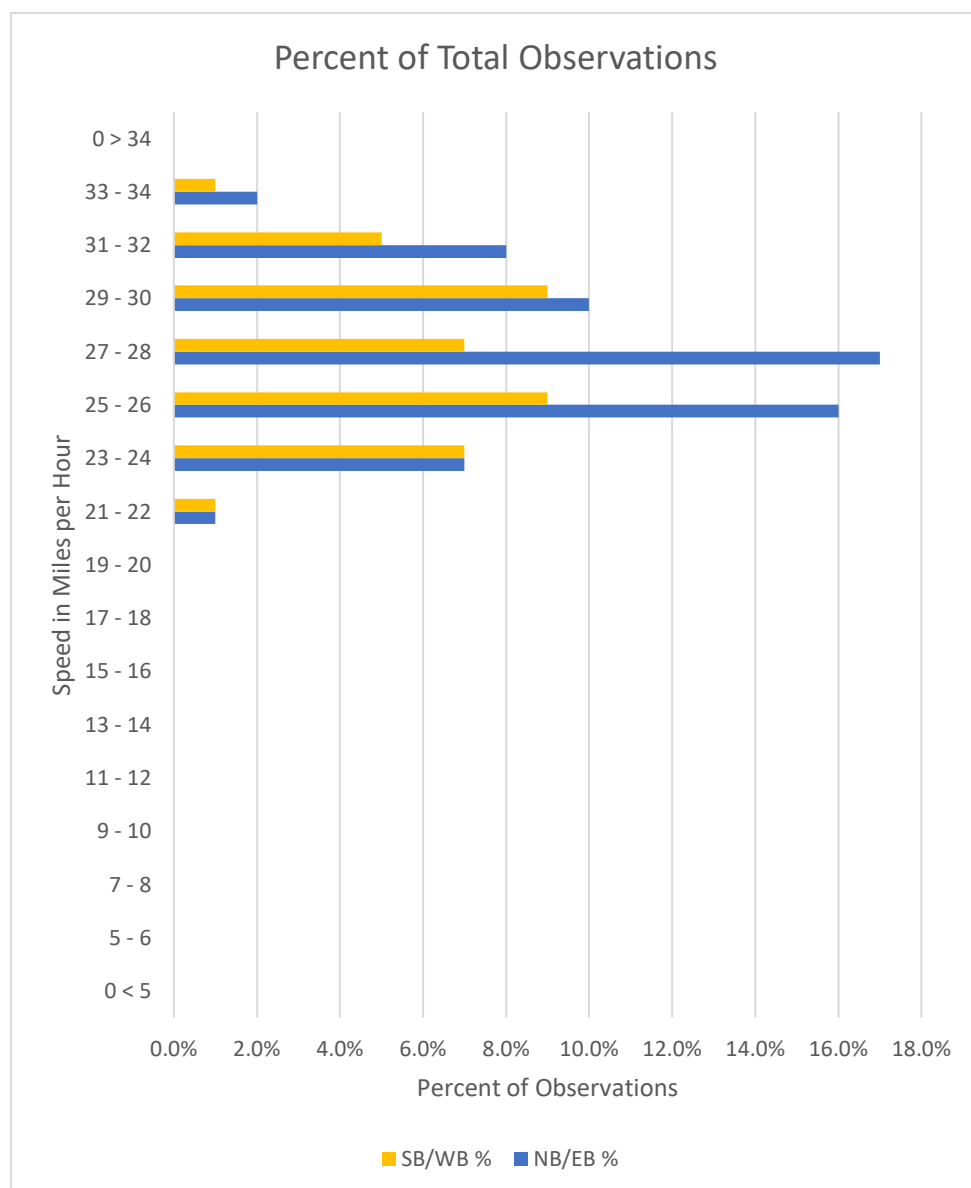
LOCATION: 15
COLLECTOR: Jesus
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 31 MPH	50TH PERCENTILE 27 MPH 15TH PERCENTILE 24 MPH	PACE SPEED 22 MPH Below Pace 1.0% TO In Pace 95.0% 31 MPH Above Pace 4.0%
PRIMA FACIE SPEED LIMIT 25 MPH 31.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 84.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB6161.0% SB/WB3939.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	1	1.0%	1	1%	2.0%	2	2.0%
23 - 24	7	7.0%	7	7%	14.0%	16	16.0%
25 - 26	16	16.0%	9	9%	25.0%	41	41.0%
27 - 28	17	17.0%	7	7%	24.0%	65	65.0%
29 - 30	10	10.0%	9	9%	19.0%	84	84.0%
31 - 32	8	8.0%	5	5%	13.0%	97	97.0%
33 - 34	2	2.0%	1	1%	3.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	2nd Avenue
SURVEY LIMITS:	Divarty Street to 8th Street
SURVEY DATE:	Thursday, December 5, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:00:00 AM
SURVEY END TIME:	9:42:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	45 MPH
DIRECTION OF TRAFFIC:	NB SB

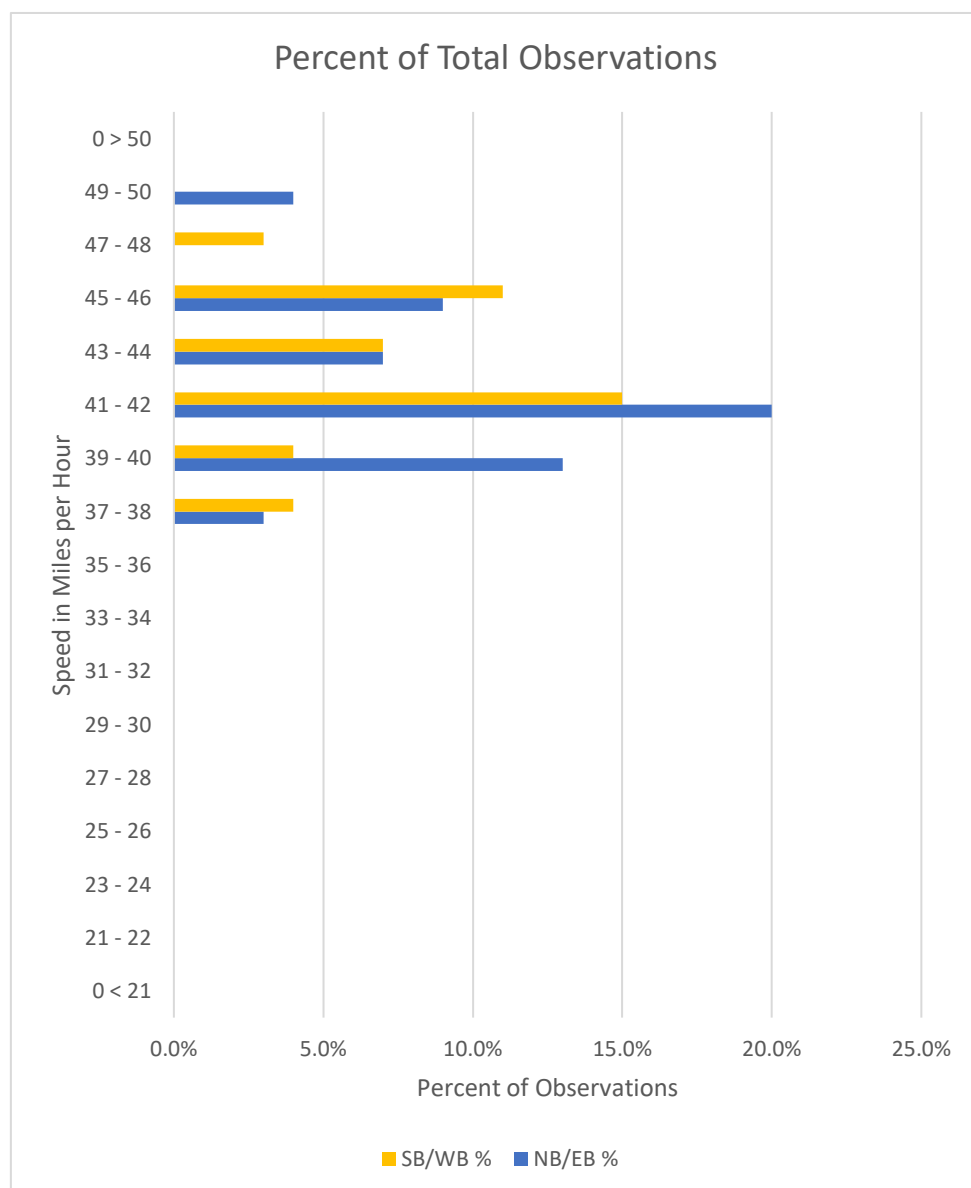
LOCATION: 16
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 4

CRITICAL SPEED (85TH PERCENTILE) 46 MPH	50TH PERCENTILE 42 MPH 15TH PERCENTILE 40 MPH	PACE SPEED 38 MPH Below Pace 1.0% TO In Pace 94.0% 47 MPH Above Pace 5.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 45 MPH 82.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5656.0% SB/WB4444.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **45 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 21	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	0	0.0%	0	0%	0.0%	0	0.0%
35 - 36	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	3	3.0%	4	4%	7.0%	7	7.0%
39 - 40	13	13.0%	4	4%	17.0%	24	24.0%
41 - 42	20	20.0%	15	15%	35.0%	59	59.0%
43 - 44	7	7.0%	7	7%	14.0%	73	73.0%
45 - 46	9	9.0%	11	11%	20.0%	93	93.0%
47 - 48	0	0.0%	3	3%	3.0%	96	96.0%
49 - 50	4	4.0%	0	0%	4.0%	100	100.0%
0 > 50	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	2nd Avenue
SURVEY LIMITS:	8th Street to Imjin Parkway
SURVEY DATE:	Thursday, December 5, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:45:00 AM
SURVEY END TIME:	10:26:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	35 MPH
DIRECTION OF TRAFFIC:	NB SB

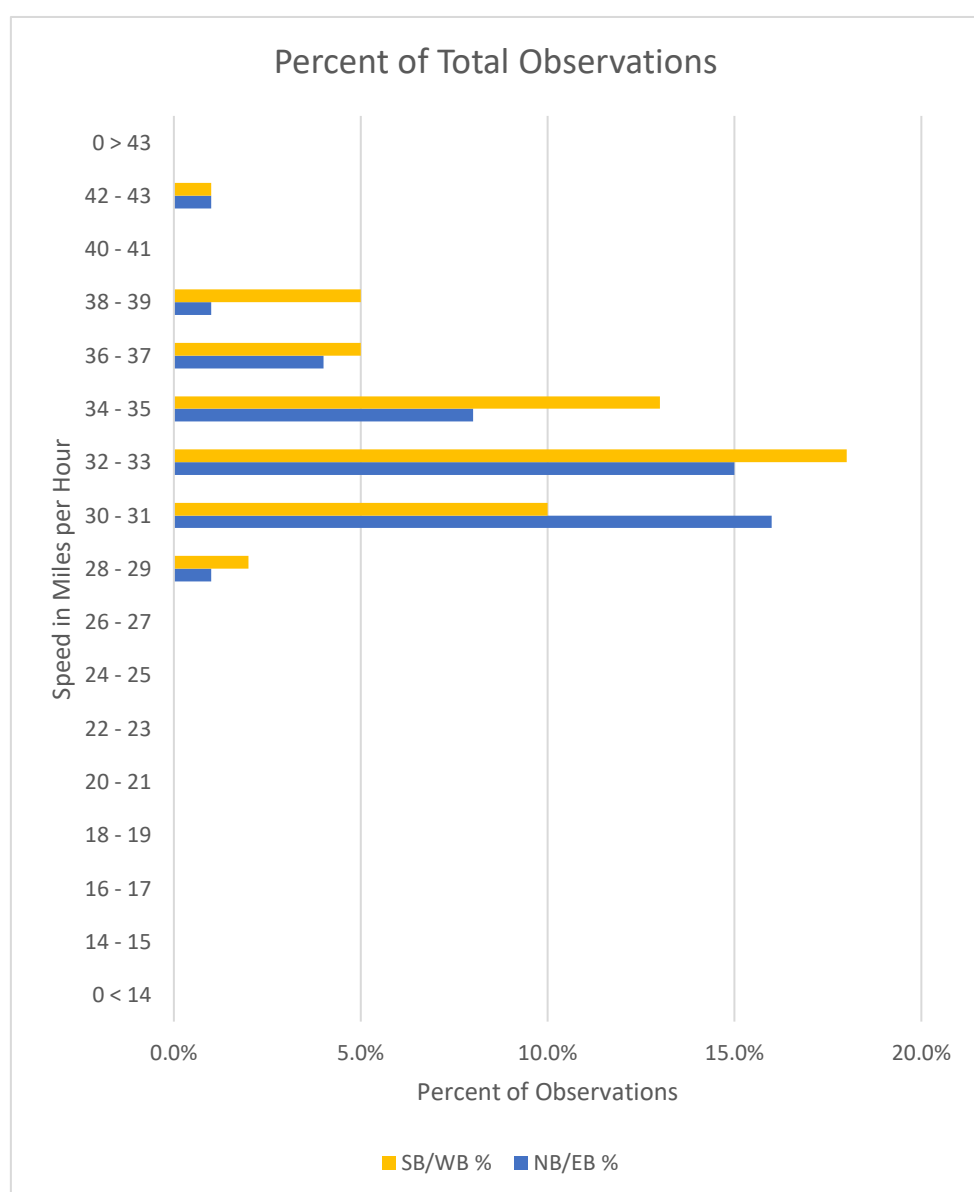
LOCATION: 17
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 3

CRITICAL SPEED (85TH PERCENTILE) 36 MPH	50TH PERCENTILE 33 MPH 15TH PERCENTILE 31 MPH	PACE SPEED 29 MPH Below Pace 1.0% TO In Pace 95.0% 38 MPH Above Pace 4.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 35 MPH 83.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4646.0% SB/WB5454.0%		

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.0%	2	2%	3.0%	3	3.0%
30 - 31	16	16.0%	10	10%	26.0%	29	29.0%
32 - 33	15	15.0%	18	18%	33.0%	62	62.0%
34 - 35	8	8.0%	13	13%	21.0%	83	83.0%
36 - 37	4	4.0%	5	5%	9.0%	92	92.0%
38 - 39	1	1.0%	5	5%	6.0%	98	98.0%
40 - 41	0	0.0%	0	0%	0.0%	98	98.0%
42 - 43	1	1.0%	1	1%	2.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Beach Road
SURVEY LIMITS:	Reservation Road to Del Monte Boulevard
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:55:00 AM
SURVEY END TIME:	10:20:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	35 MPH
DIRECTION OF TRAFFIC:	EB WB

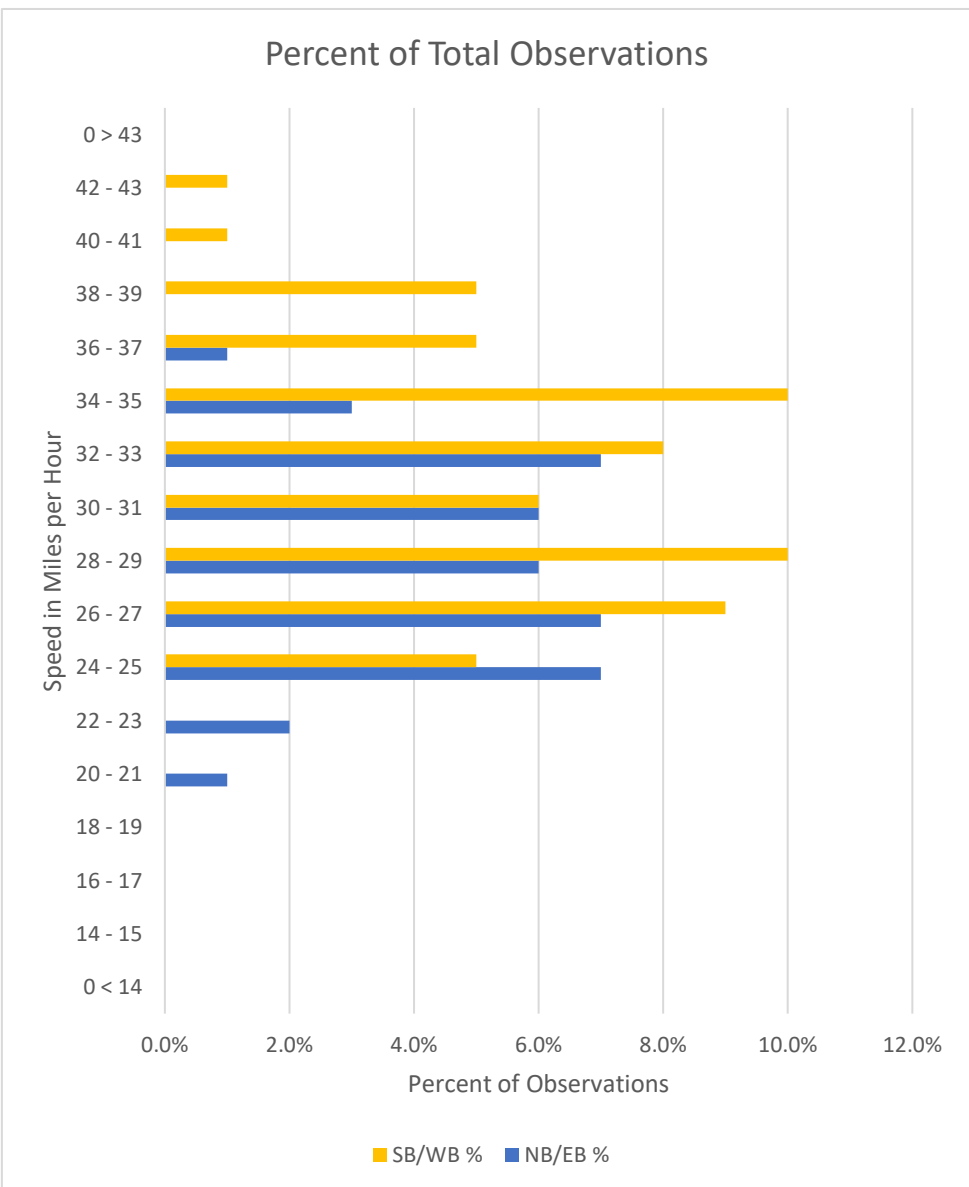
LOCATION: 18
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 3

CRITICAL SPEED (85TH PERCENTILE) 35 MPH	50TH PERCENTILE 30.5 MPH 15TH PERCENTILE 25.85 MPH	PACE SPEED 25 MPH Below Pace 6.0% TO In Pace 74.0% 34 MPH Above Pace 20.0%
PRIMA FACIE SPEED LIMIT 25 MPH 15.0% COMPLYING	EXISTING SPEED LIMIT 35 MPH 87.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4040.0% SB/WB6060.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	0	0%	1.0%	1	1.0%
22 - 23	2	2.0%	0	0%	2.0%	3	3.0%
24 - 25	7	7.0%	5	5%	12.0%	15	15.0%
26 - 27	7	7.0%	9	9%	16.0%	31	31.0%
28 - 29	6	6.0%	10	10%	16.0%	47	47.0%
30 - 31	6	6.0%	6	6%	12.0%	59	59.0%
32 - 33	7	7.0%	8	8%	15.0%	74	74.0%
34 - 35	3	3.0%	10	10%	13.0%	87	87.0%
36 - 37	1	1.0%	5	5%	6.0%	93	93.0%
38 - 39	0	0.0%	5	5%	5.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	0	0.0%	1	1%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	De Forest Road
SURVEY LIMITS:	Beach Road to Reservation Road
SURVEY DATE:	Wednesday, December 18, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:17:00 AM
SURVEY END TIME:	10:24:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

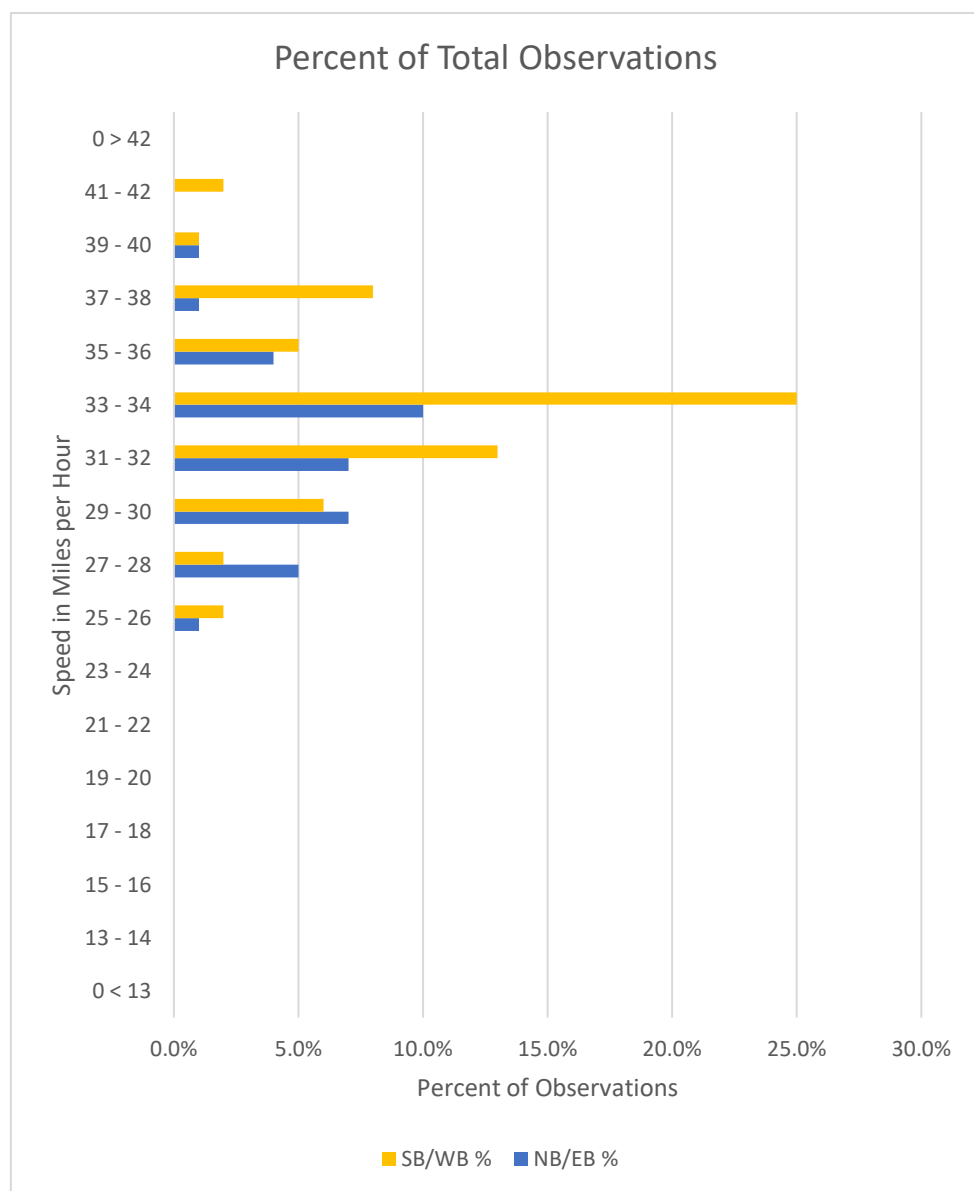
LOCATION: 19
COLLECTOR: Jesus
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 36 MPH	50TH PERCENTILE 33 MPH 15TH PERCENTILE 29.85 MPH	PACE SPEED 29 MPH Below Pace 10.0% TO In Pace 86.0% 38 MPH Above Pace 4.0%
PRIMA FACIE SPEED LIMIT 25 MPH 2.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 23.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB3636.0% SB/WB6464.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	1	1.0%	2	2%	3.0%	3	3.0%
27 - 28	5	5.0%	2	2%	7.0%	10	10.0%
29 - 30	7	7.0%	6	6%	13.0%	23	23.0%
31 - 32	7	7.0%	13	13%	20.0%	43	43.0%
33 - 34	10	10.0%	25	25%	35.0%	78	78.0%
35 - 36	4	4.0%	5	5%	9.0%	87	87.0%
37 - 38	1	1.0%	8	8%	9.0%	96	96.0%
39 - 40	1	1.0%	1	1%	2.0%	98	98.0%
41 - 42	0	0.0%	2	2%	2.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Crescent Avenue
SURVEY LIMITS:	Quebrada Del Mar to Reservation Road
SURVEY DATE:	Wednesday, December 18, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	10:28:00 AM
SURVEY END TIME:	11:06:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	NB SB

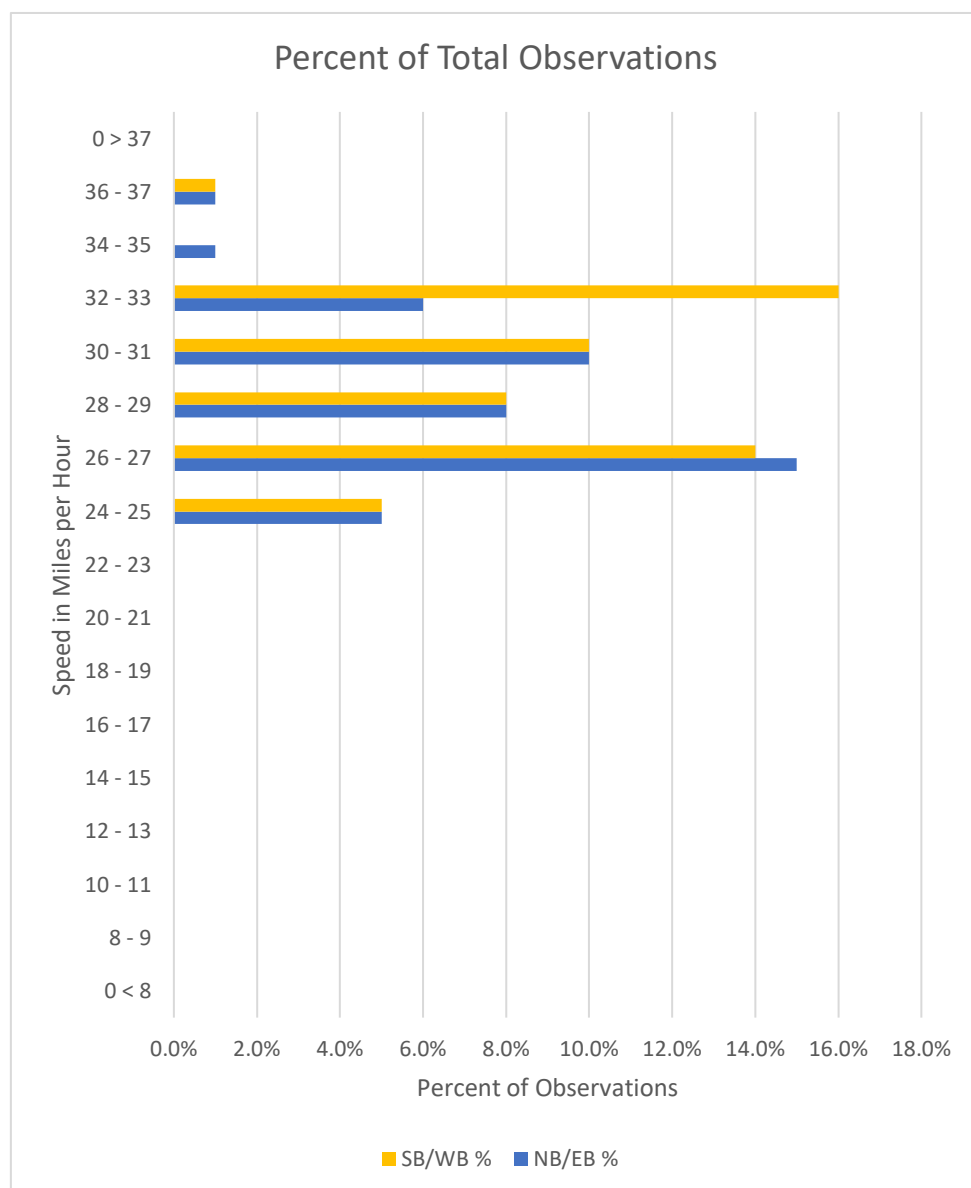
LOCATION: 20
COLLECTOR: Jesus
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 32 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 26 MPH	PACE SPEED 24 MPH Below Pace 0.0% TO In Pace 97.0% 33 MPH Above Pace 3.0%
PRIMA FACIE SPEED LIMIT 25 MPH 10.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 10.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4646.0% SB/WB5454.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD** MPH

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 8	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	5	5.0%	5	5%	10.0%	10	10.0%
26 - 27	15	15.0%	14	14%	29.0%	39	39.0%
28 - 29	8	8.0%	8	8%	16.0%	55	55.0%
30 - 31	10	10.0%	10	10%	20.0%	75	75.0%
32 - 33	6	6.0%	16	16%	22.0%	97	97.0%
34 - 35	1	1.0%	0	0%	1.0%	98	98.0%
36 - 37	1	1.0%	1	1%	2.0%	100	100.0%
0 > 37	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Crescent Avenue
SURVEY LIMITS:	Reservation Road to Carmel Avenue
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	10:22:00 AM
SURVEY END TIME:	10:44:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

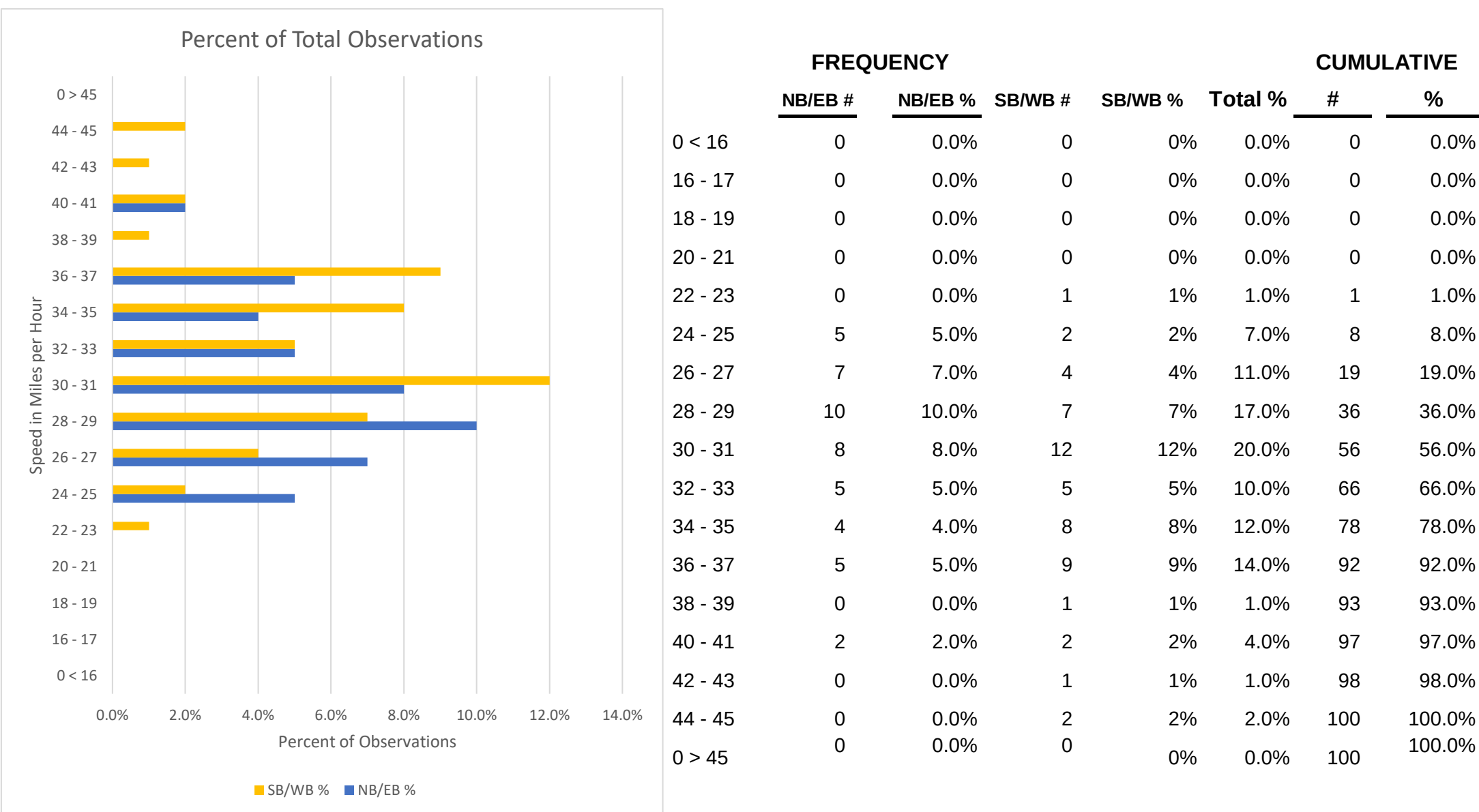
LOCATION: 21
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 36 MPH	50TH PERCENTILE 31 MPH 15TH PERCENTILE 27 MPH	PACE SPEED 27 MPH Below Pace 12.0% TO In Pace 75.0% 36 MPH Above Pace 13.0%
PRIMA FACIE SPEED LIMIT 25 MPH 8.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 44.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4646.0% SB/WB5454.0%		

UNUSUAL CONDITIONS: None

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Cardoza Avenue
SURVEY LIMITS:	Reservation Road to Aaron Way (End)
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	New
SURVEY START TIME:	11:30:00 AM
SURVEY END TIME:	12:05:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

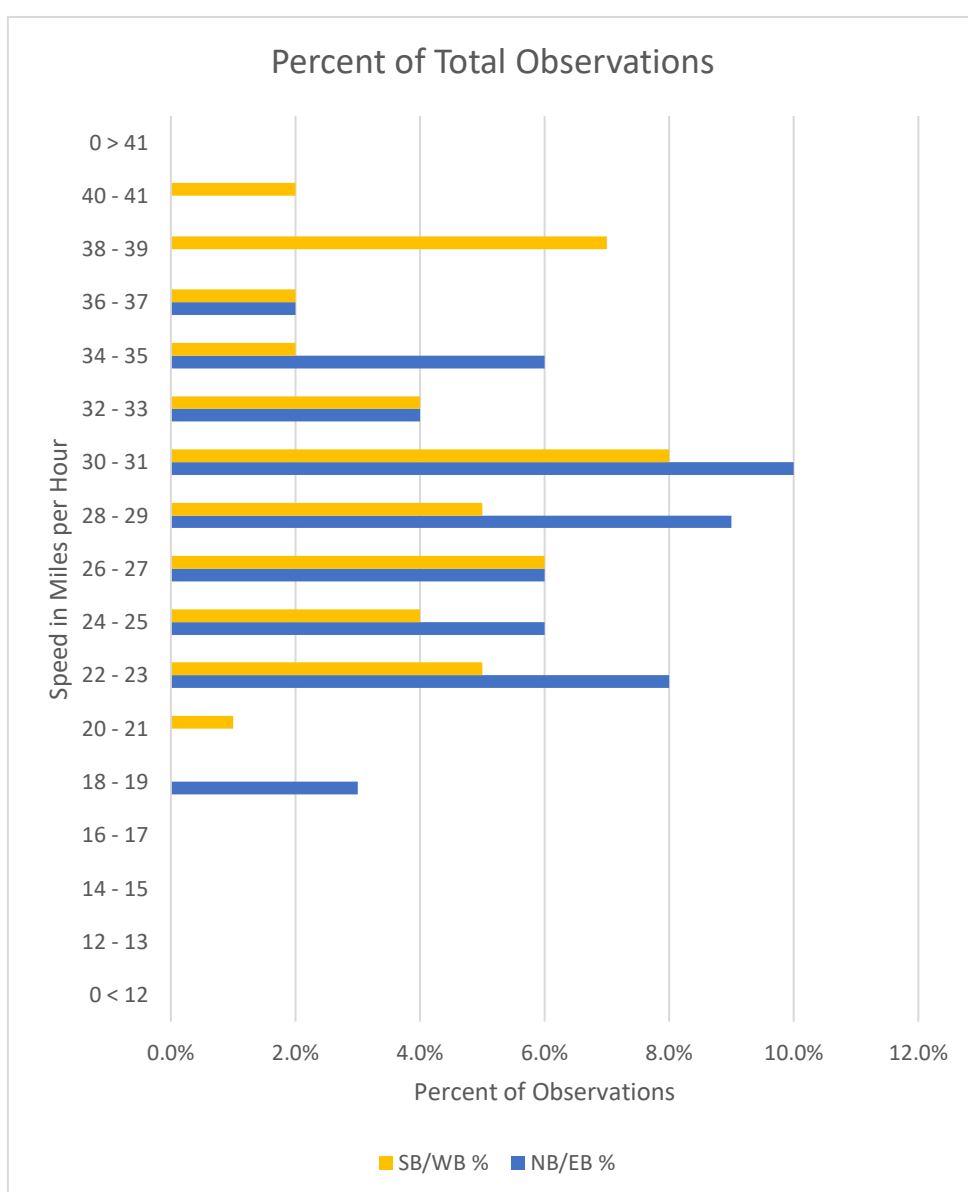
LOCATION: 22
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 3

CRITICAL SPEED (85TH PERCENTILE) 35 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 23 MPH	PACE SPEED 22 MPH Below Pace 4.0% TO In Pace 67.0% 31 MPH Above Pace 29.0%
PRIMA FACIE SPEED LIMIT 25 MPH 27.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 64.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5454.0% SB/WB4646.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	3	3.0%	0	0%	3.0%	3	3.0%
20 - 21	0	0.0%	1	1%	1.0%	4	4.0%
22 - 23	8	8.0%	5	5%	13.0%	17	17.0%
24 - 25	6	6.0%	4	4%	10.0%	27	27.0%
26 - 27	6	6.0%	6	6%	12.0%	39	39.0%
28 - 29	9	9.0%	5	5%	14.0%	53	53.0%
30 - 31	10	10.0%	8	8%	18.0%	71	71.0%
32 - 33	4	4.0%	4	4%	8.0%	79	79.0%
34 - 35	6	6.0%	2	2%	8.0%	87	87.0%
36 - 37	2	2.0%	2	2%	4.0%	91	91.0%
38 - 39	0	0.0%	7	7%	7.0%	98	98.0%
40 - 41	0	0.0%	2	2%	2.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Beach Road
SURVEY LIMITS:	Del Monte Boulevard to De Forest Road
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	10:23:00 AM
SURVEY END TIME:	11:13:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	EB WB

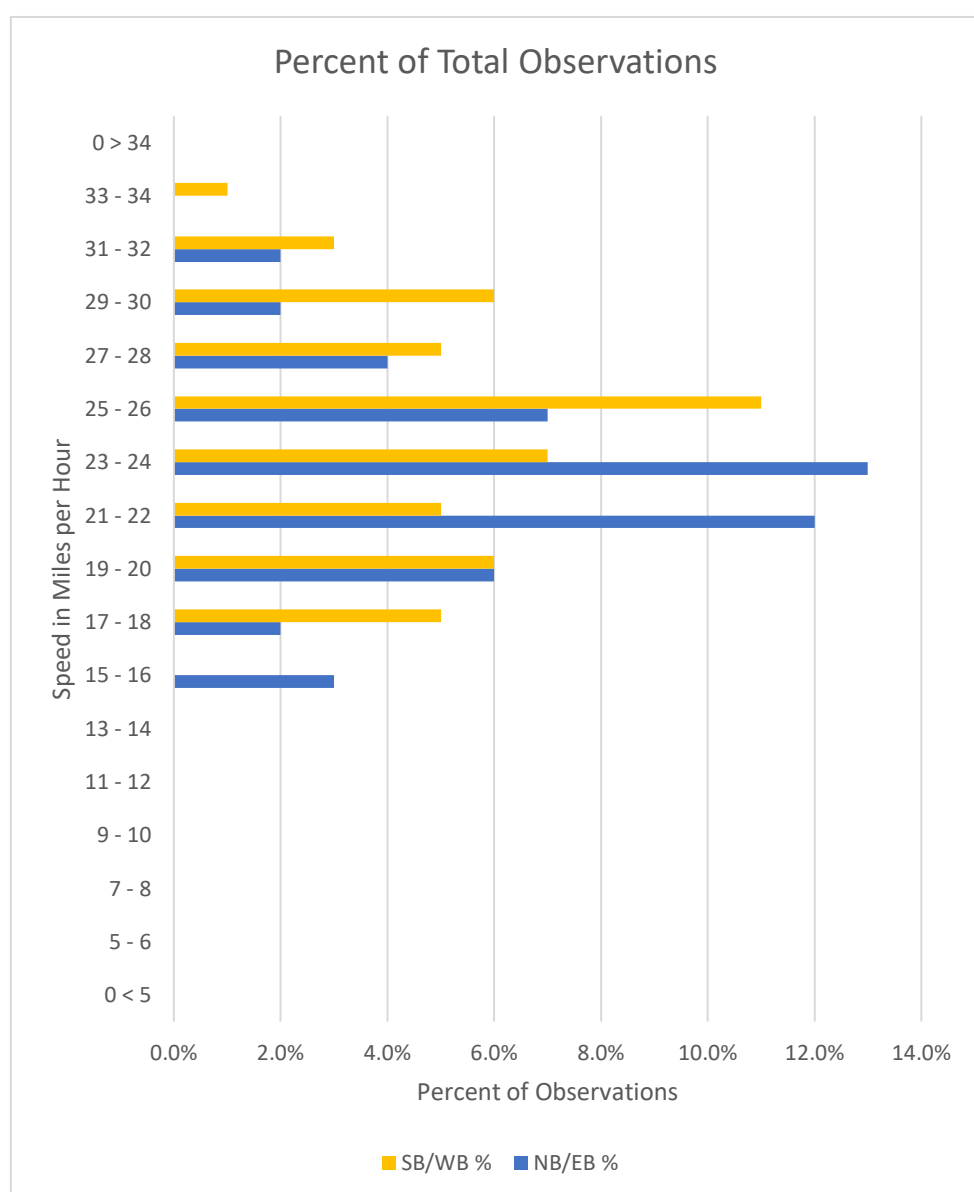
LOCATION: 23
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 28 MPH	50TH PERCENTILE 24 MPH 15TH PERCENTILE 19 MPH	PACE SPEED 18 MPH Below Pace 5.0% TO In Pace 77.0% 27 MPH Above Pace 18.0%
PRIMA FACIE SPEED LIMIT 25 MPH 69.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 69.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5151.0% SB/WB4949.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	3	3.0%	0	0%	3.0%	3	3.0%
17 - 18	2	2.0%	5	5%	7.0%	10	10.0%
19 - 20	6	6.0%	6	6%	12.0%	22	22.0%
21 - 22	12	12.0%	5	5%	17.0%	39	39.0%
23 - 24	13	13.0%	7	7%	20.0%	59	59.0%
25 - 26	7	7.0%	11	11%	18.0%	77	77.0%
27 - 28	4	4.0%	5	5%	9.0%	86	86.0%
29 - 30	2	2.0%	6	6%	8.0%	94	94.0%
31 - 32	2	2.0%	3	3%	5.0%	99	99.0%
33 - 34	0	0.0%	1	1%	1.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	California Avenue
SURVEY LIMITS:	Reservation Road to Carmel Avenue
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	10:19:00 AM
SURVEY END TIME:	10:43:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	35 MPH
DIRECTION OF TRAFFIC:	NB SB

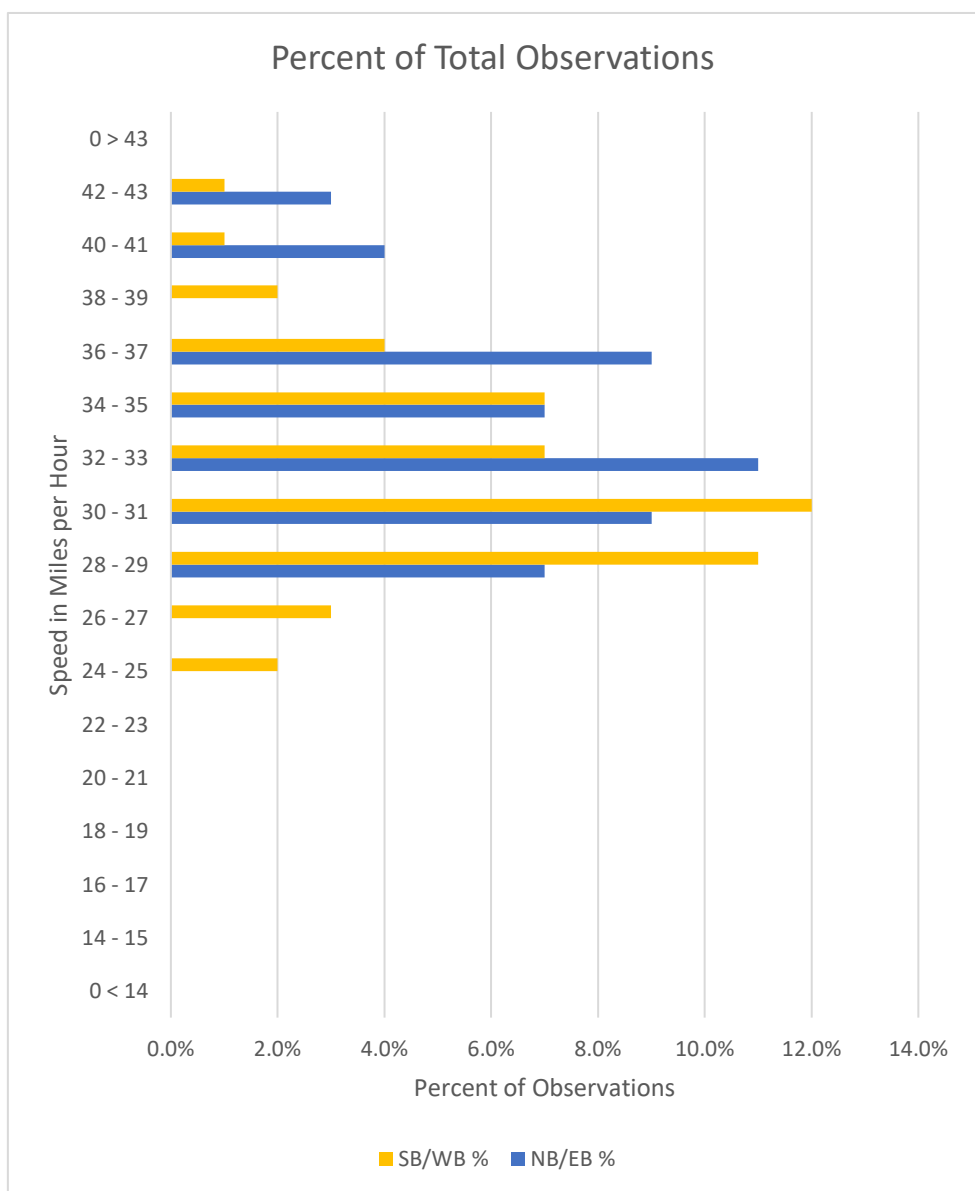
LOCATION: 24
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 37 MPH	50TH PERCENTILE 32 MPH 15TH PERCENTILE 29 MPH	PACE SPEED 28 MPH Below Pace 5.0% TO In Pace 84.0% 37 MPH Above Pace 11.0%
PRIMA FACIE SPEED LIMIT 25 MPH 2.0% COMPLYING	EXISTING SPEED LIMIT 35 MPH 76.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	2	2%	2.0%	2	2.0%
26 - 27	0	0.0%	3	3%	3.0%	5	5.0%
28 - 29	7	7.0%	11	11%	18.0%	23	23.0%
30 - 31	9	9.0%	12	12%	21.0%	44	44.0%
32 - 33	11	11.0%	7	7%	18.0%	62	62.0%
34 - 35	7	7.0%	7	7%	14.0%	76	76.0%
36 - 37	9	9.0%	4	4%	13.0%	89	89.0%
38 - 39	0	0.0%	2	2%	2.0%	91	91.0%
40 - 41	4	4.0%	1	1%	5.0%	96	96.0%
42 - 43	3	3.0%	1	1%	4.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	California Avenue
SURVEY LIMITS:	Carmel Avenue to Reindollar Avenue
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:50:00 AM
SURVEY END TIME:	10:16:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	NB SB

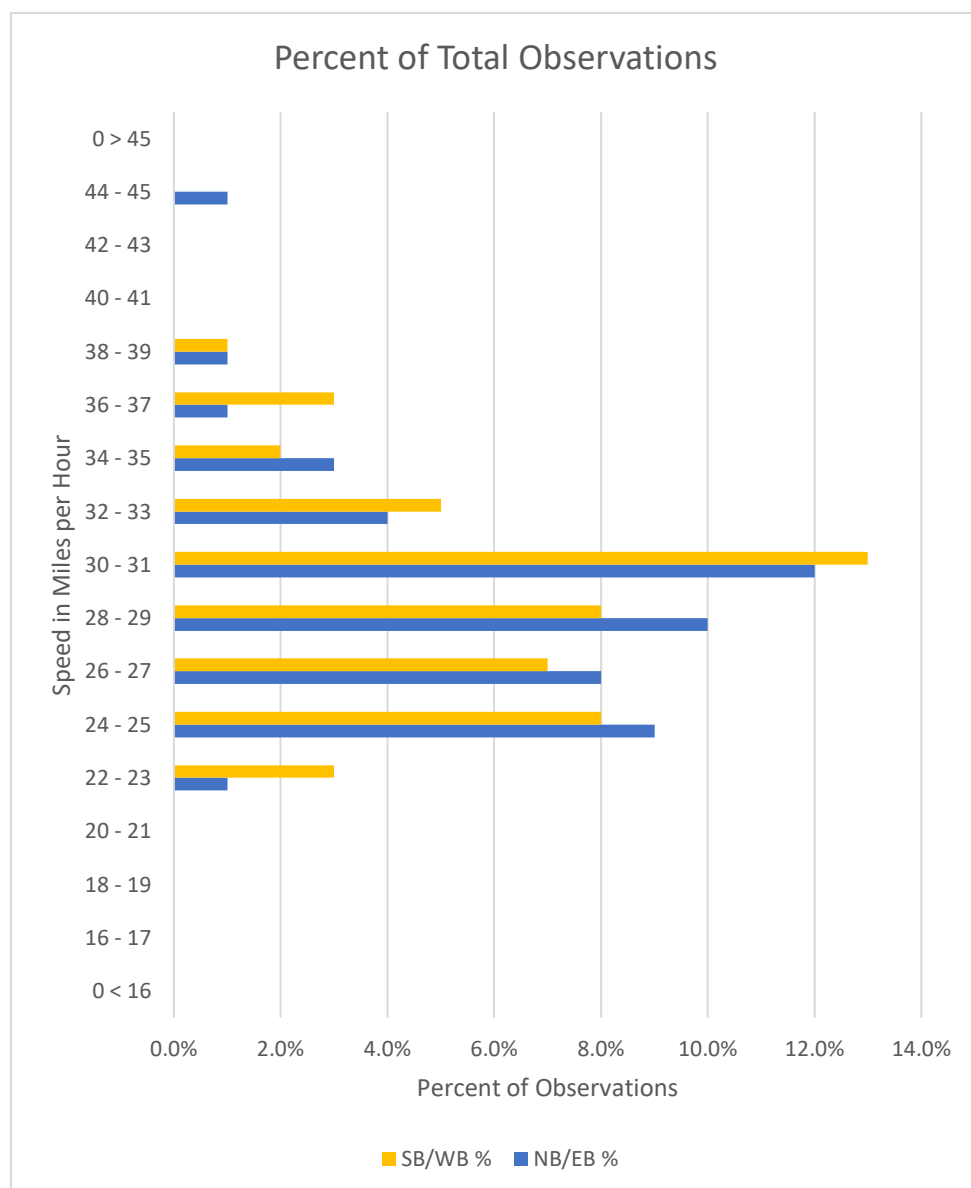
LOCATION: 25
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 32 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 25 MPH	PACE SPEED 23 MPH Below Pace 3.0% TO In Pace 84.0% 32 MPH Above Pace 13.0%
PRIMA FACIE SPEED LIMIT 25 MPH 21.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 21.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 16	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	1	1.0%	3	3%	4.0%	4	4.0%
24 - 25	9	9.0%	8	8%	17.0%	21	21.0%
26 - 27	8	8.0%	7	7%	15.0%	36	36.0%
28 - 29	10	10.0%	8	8%	18.0%	54	54.0%
30 - 31	12	12.0%	13	13%	25.0%	79	79.0%
32 - 33	4	4.0%	5	5%	9.0%	88	88.0%
34 - 35	3	3.0%	2	2%	5.0%	93	93.0%
36 - 37	1	1.0%	3	3%	4.0%	97	97.0%
38 - 39	1	1.0%	1	1%	2.0%	99	99.0%
40 - 41	0	0.0%	0	0%	0.0%	99	99.0%
42 - 43	0	0.0%	0	0%	0.0%	99	99.0%
44 - 45	1	1.0%	0	0%	1.0%	100	100.0%
0 > 45	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	California Avenue
SURVEY LIMITS:	Reindollar Avenue to Imjin Parkway
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:23:00 AM
SURVEY END TIME:	9:46:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	40 MPH
DIRECTION OF TRAFFIC:	NB SB

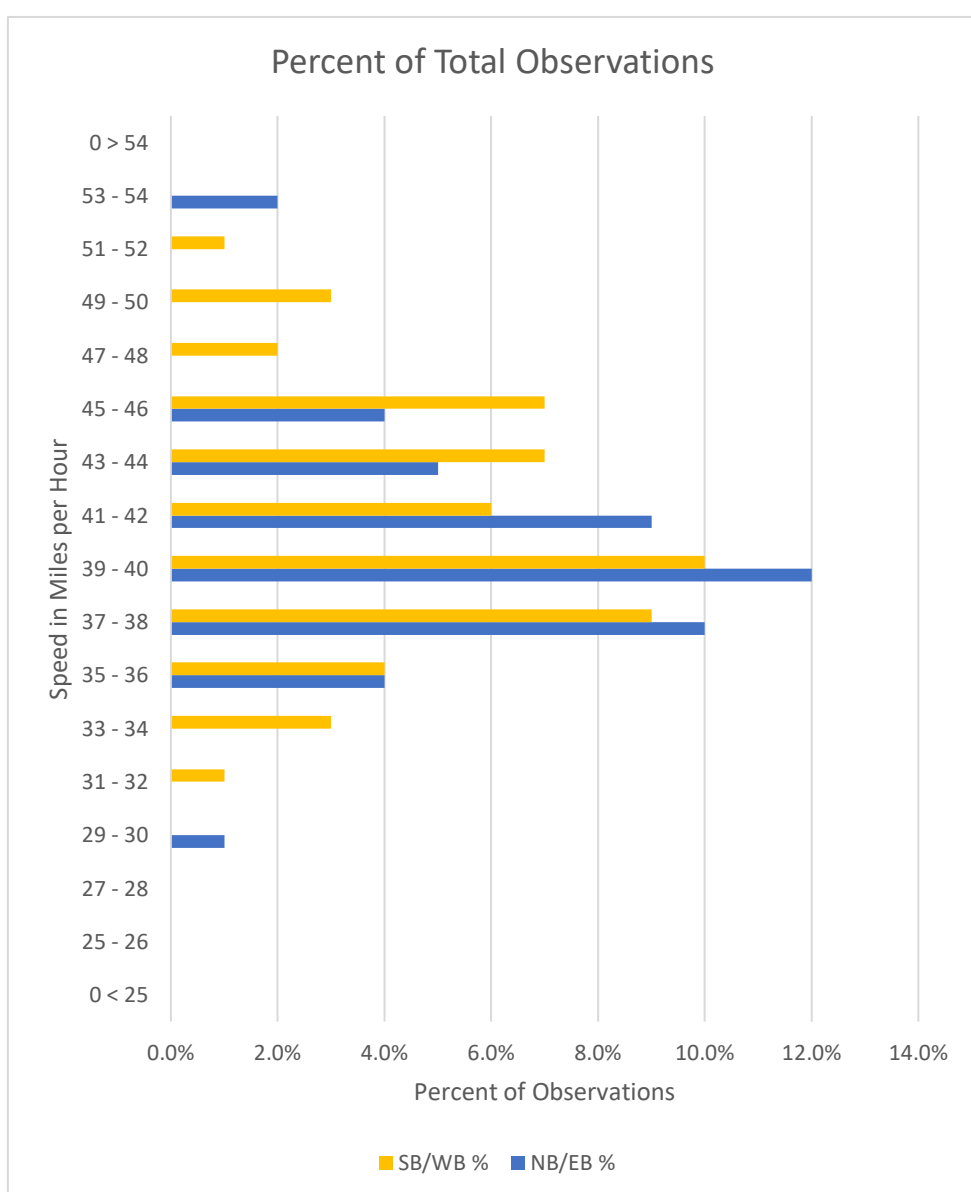
LOCATION: 26
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 45 MPH	50TH PERCENTILE 40 MPH 15TH PERCENTILE 37 MPH	PACE SPEED 37 MPH Below Pace 13.0% TO In Pace 79.0% 46 MPH Above Pace 8.0%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 40 MPH 54.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4747.0% SB/WB5353.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 25	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	1	1.0%	0	0%	1.0%	1	1.0%
31 - 32	0	0.0%	1	1%	1.0%	2	2.0%
33 - 34	0	0.0%	3	3%	3.0%	5	5.0%
35 - 36	4	4.0%	4	4%	8.0%	13	13.0%
37 - 38	10	10.0%	9	9%	19.0%	32	32.0%
39 - 40	12	12.0%	10	10%	22.0%	54	54.0%
41 - 42	9	9.0%	6	6%	15.0%	69	69.0%
43 - 44	5	5.0%	7	7%	12.0%	81	81.0%
45 - 46	4	4.0%	7	7%	11.0%	92	92.0%
47 - 48	0	0.0%	2	2%	2.0%	94	94.0%
49 - 50	0	0.0%	3	3%	3.0%	97	97.0%
51 - 52	0	0.0%	1	1%	1.0%	98	98.0%
53 - 54	2	2.0%	0	0%	2.0%	100	100.0%
0 > 54	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	California Avenue
SURVEY LIMITS:	Imjin Parkway to 8th Street
SURVEY DATE:	Thursday, December 5, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	12:48:00 PM
SURVEY END TIME:	2:48:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

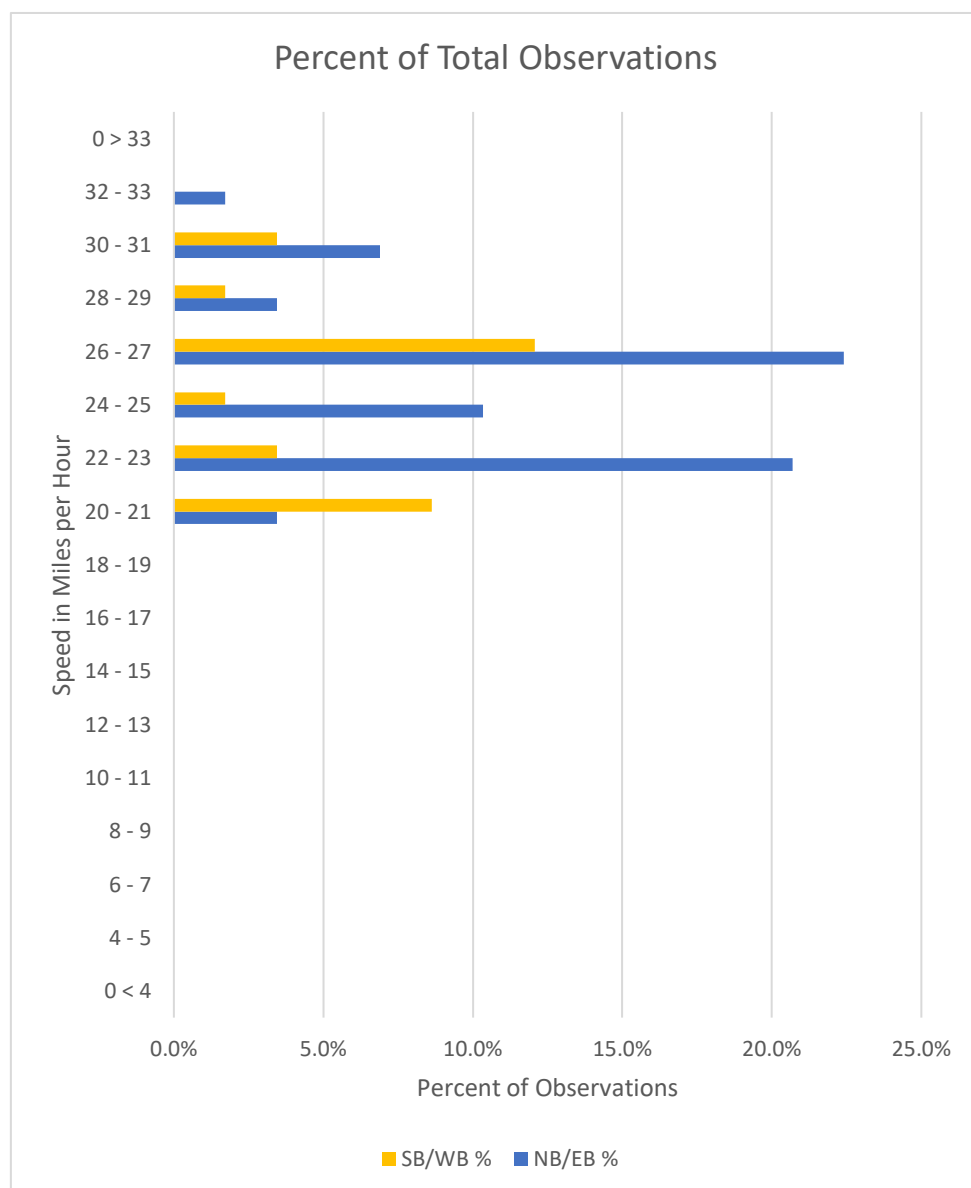
LOCATION: 27
COLLECTOR: Jesus
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 28 MPH	50TH PERCENTILE 26 MPH 15TH PERCENTILE 22 MPH	PACE SPEED 20 MPH Below Pace 0.0% TO In Pace 87.9% 29 MPH Above Pace 12.1%
PRIMA FACIE SPEED LIMIT 25 MPH 48.3% COMPLYING	EXISTING SPEED LIMIT 30 MPH 91.4% COMPLYING	
DIRECTION OF COLLECTION #Entries 58 NB/EB 40 69.0% SB/WB 18 31.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 4	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	2	3.4%	5	9%	12.1%	7	12.1%
22 - 23	12	20.7%	2	3%	24.1%	21	36.2%
24 - 25	6	10.3%	1	2%	12.1%	28	48.3%
26 - 27	13	22.4%	7	12%	34.5%	48	82.8%
28 - 29	2	3.4%	1	2%	5.2%	51	87.9%
30 - 31	4	6.9%	2	3%	10.3%	57	98.3%
32 - 33	1	1.7%	0	0%	1.7%	58	100.0%
0 > 33	0	0.0%	0	0%	0.0%	58	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reindollar Avenue
SURVEY LIMITS:	Del Monte Boulevard to California Avenue
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	11:24:00 AM
SURVEY END TIME:	11:47:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	EB WB

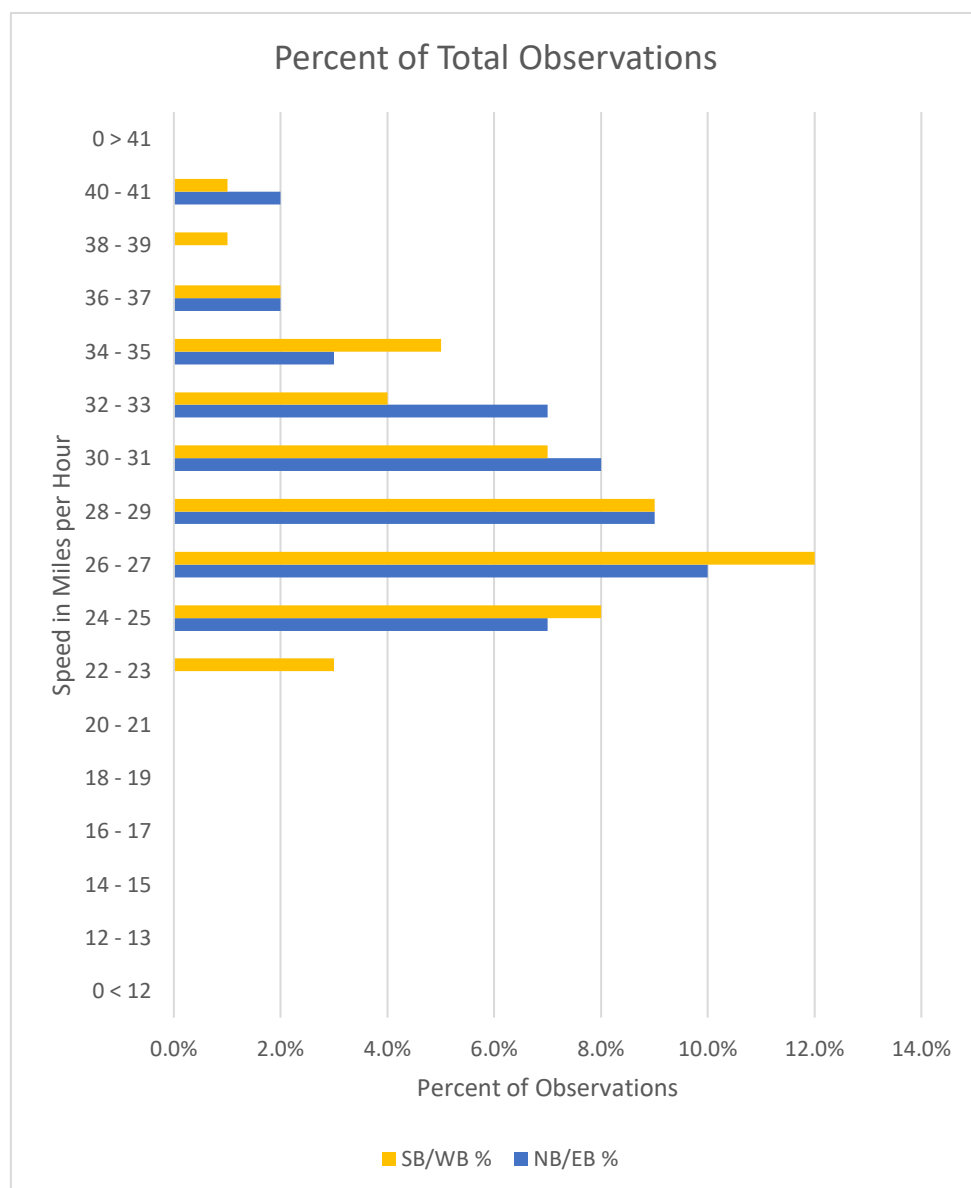
LOCATION: 28
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 34 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 25 MPH	PACE SPEED 24 MPH Below Pace 3.0% TO In Pace 81.0% 33 MPH Above Pace 16.0%
PRIMA FACIE SPEED LIMIT 25 MPH 18.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 18.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4848.0% SB/WB5252.0%		

UNUSUAL CONDITIONS: None

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	3	3%	3.0%	3	3.0%
24 - 25	7	7.0%	8	8%	15.0%	18	18.0%
26 - 27	10	10.0%	12	12%	22.0%	40	40.0%
28 - 29	9	9.0%	9	9%	18.0%	58	58.0%
30 - 31	8	8.0%	7	7%	15.0%	73	73.0%
32 - 33	7	7.0%	4	4%	11.0%	84	84.0%
34 - 35	3	3.0%	5	5%	8.0%	92	92.0%
36 - 37	2	2.0%	2	2%	4.0%	96	96.0%
38 - 39	0	0.0%	1	1%	1.0%	97	97.0%
40 - 41	2	2.0%	1	1%	3.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Reindollar Avenue
SURVEY LIMITS:	California Avenue to Carmel Avenue
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	12:44:00 PM
SURVEY END TIME:	1:26:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	EB WB

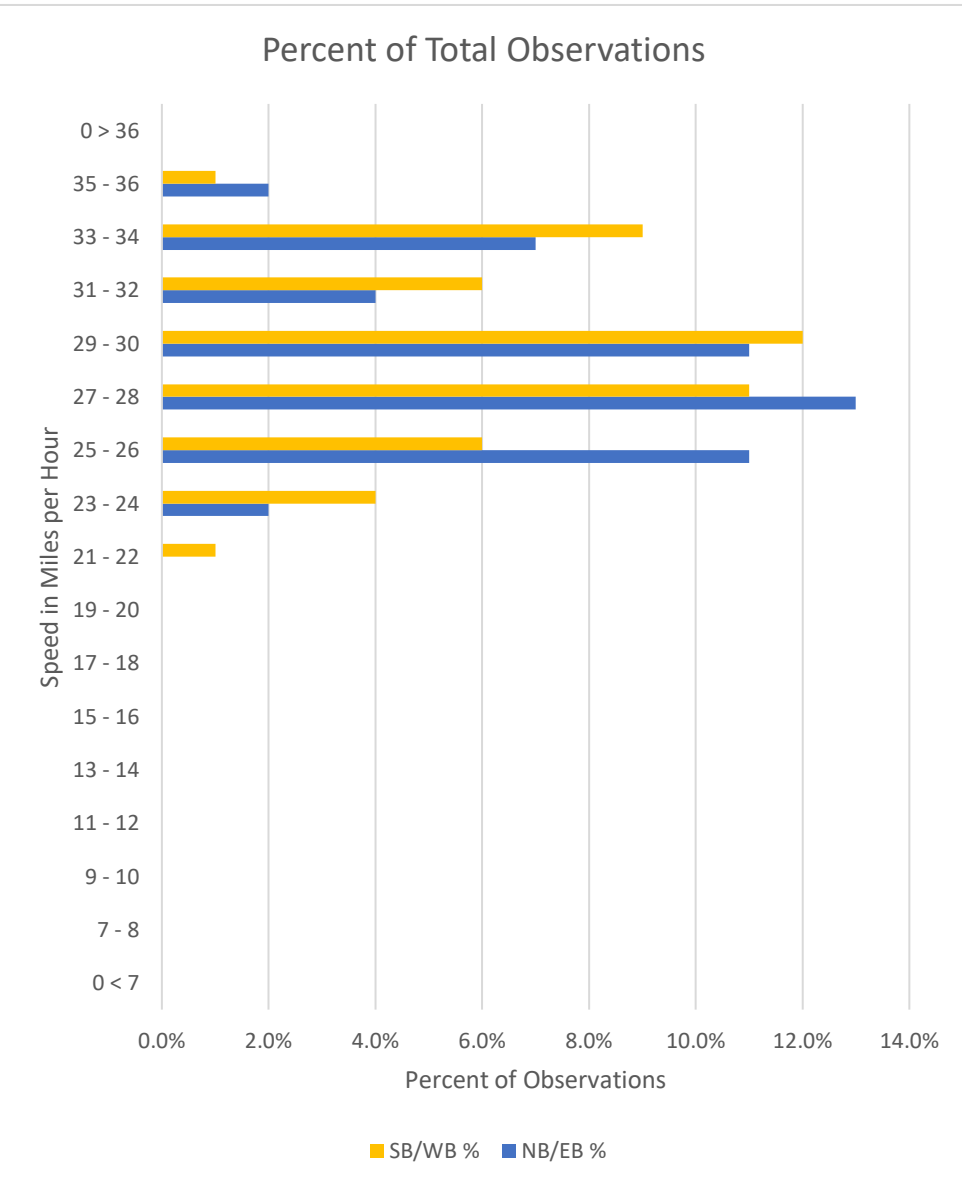
LOCATION: 29
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 33 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 25 MPH	PACE SPEED 25 MPH Below Pace 7.0% TO In Pace 90.0% 34 MPH Above Pace 3.0%
PRIMA FACIE SPEED LIMIT 25 MPH 16.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 71.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Carmel Avenue
SURVEY LIMITS:	Del Monte Boulevard to California Avenue
SURVEY DATE:	Wednesday, December 18, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	3:27:00 PM
SURVEY END TIME:	4:10:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	EB WB

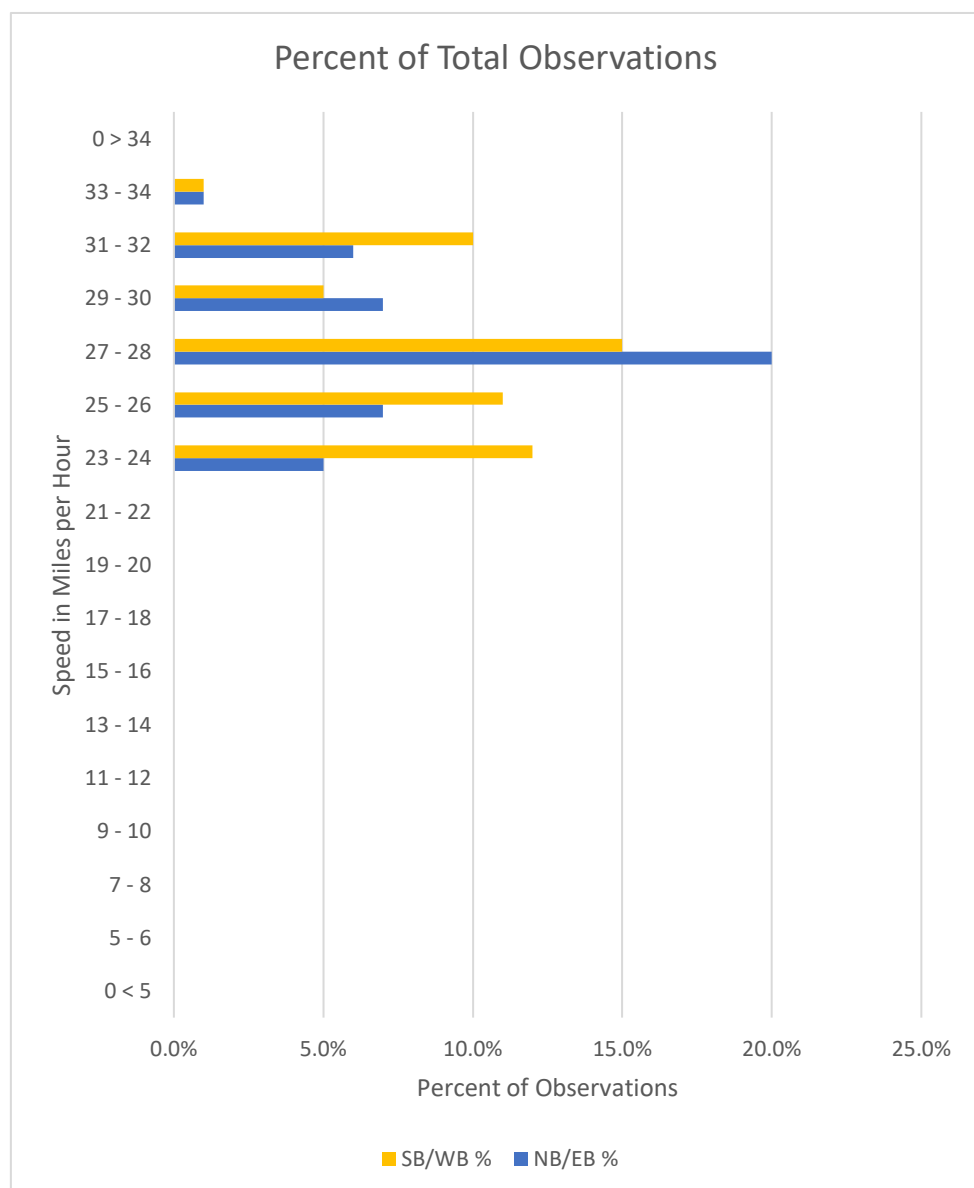
LOCATION: 30
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 31 MPH	50TH PERCENTILE 27 MPH 15TH PERCENTILE 24 MPH	PACE SPEED 23 MPH Below Pace 0.0% TO In Pace 98.0% 32 MPH Above Pace 2.0%
PRIMA FACIE SPEED LIMIT 25 MPH 23.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 23.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4646.0% SB/WB5454.0%		

UNUSUAL CONDITIONS: None

RECOMMENDED SPEED LIMIT: **TBD** MPH

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	5	5.0%	12	12%	17.0%	17	17.0%
25 - 26	7	7.0%	11	11%	18.0%	35	35.0%
27 - 28	20	20.0%	15	15%	35.0%	70	70.0%
29 - 30	7	7.0%	5	5%	12.0%	82	82.0%
31 - 32	6	6.0%	10	10%	16.0%	98	98.0%
33 - 34	1	1.0%	1	1%	2.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Carmel Avenue
SURVEY LIMITS:	California Avenue to Salinas Avenue
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	10:49:00 AM
SURVEY END TIME:	12:39:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	EB WB

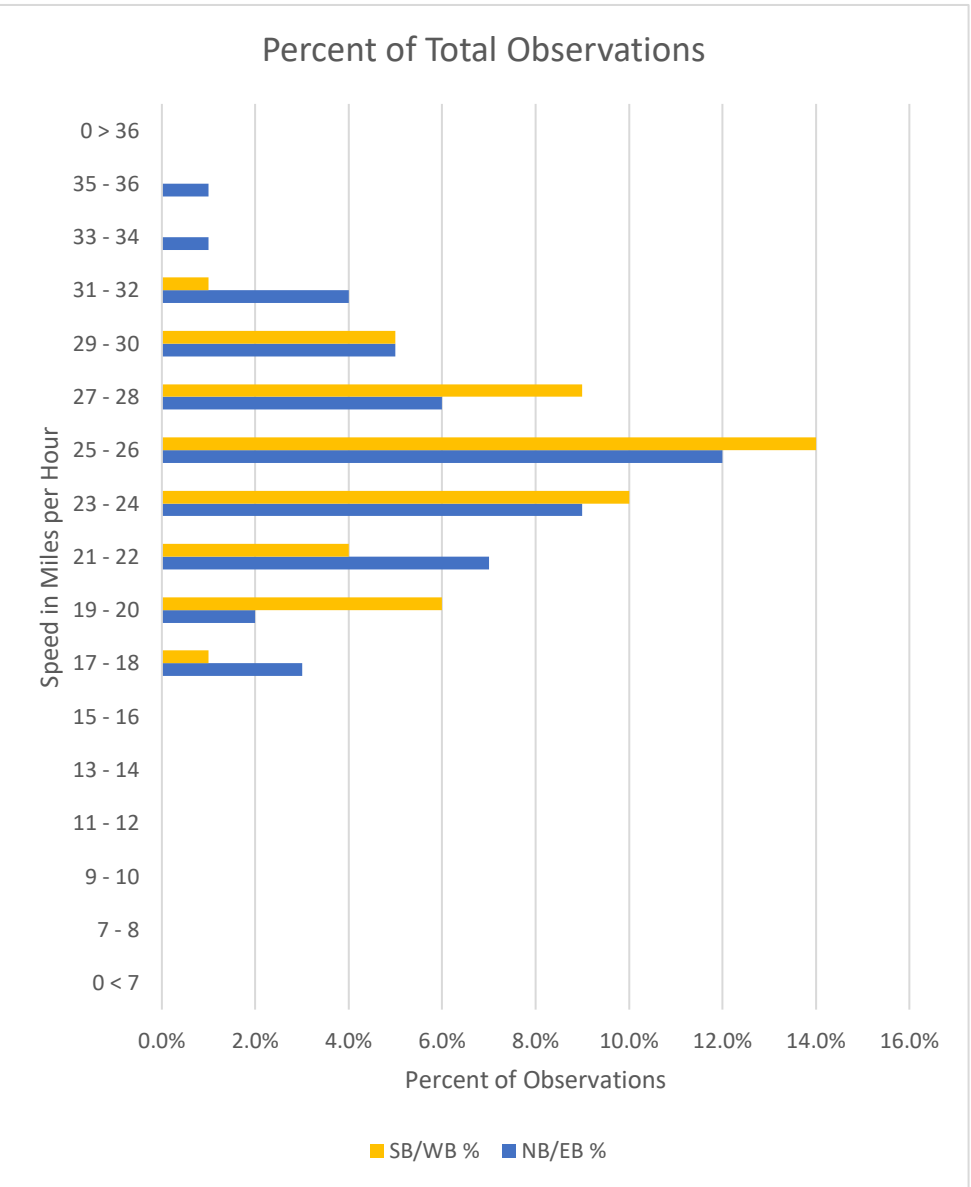
LOCATION: 31
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 29 MPH	50TH PERCENTILE15TH PERCENTILE 25 MPH22 MPH	PACE SPEED 22 MPH TO 31 MPH Below Pace In Pace Above Pace 13.0%85.0%2.0%
PRIMA FACIE SPEED LIMIT 25 MPH 56.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 56.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	3	3.0%	1	1%	4.0%	4	4.0%
19 - 20	2	2.0%	6	6%	8.0%	12	12.0%
21 - 22	7	7.0%	4	4%	11.0%	23	23.0%
23 - 24	9	9.0%	10	10%	19.0%	42	42.0%
25 - 26	12	12.0%	14	14%	26.0%	68	68.0%
27 - 28	6	6.0%	9	9%	15.0%	83	83.0%
29 - 30	5	5.0%	5	5%	10.0%	93	93.0%
31 - 32	4	4.0%	1	1%	5.0%	98	98.0%
33 - 34	1	1.0%	0	0%	1.0%	99	99.0%
35 - 36	1	1.0%	0	0%	1.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Salinas Avenue	LOCATION:	32
SURVEY LIMITS:	Carmel Avenue to Reservation Road	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	2
SURVEY START TIME:	2:05:00 PM		
SURVEY END TIME:	4:05:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

ROADWAY SURVEYED:	Salinas Avenue	LOCATION:	32
SURVEY LIMITS:	Carmel Avenue to Reservation Road	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	2
SURVEY START TIME:	2:05:00 PM		
SURVEY END TIME:	4:05:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE) 24 MPH	50TH PERCENTILE 19 MPH 15TH PERCENTILE 17 MPH	PACE SPEED 16 MPH Below Pace 4.4% TO In Pace 93.4% 25 MPH Above Pace 2.2%
PRIMA FACIE SPEED LIMIT 25 MPH 97.8% COMPLYING	EXISTING SPEED LIMIT 25 MPH 97.8% COMPLYING	
DIRECTION OF COLLECTION #Entries 91 NB/EB 61 67.0% SB/WB 30 33.0%		

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

UNUSUAL CONDITIONS: **NONE**

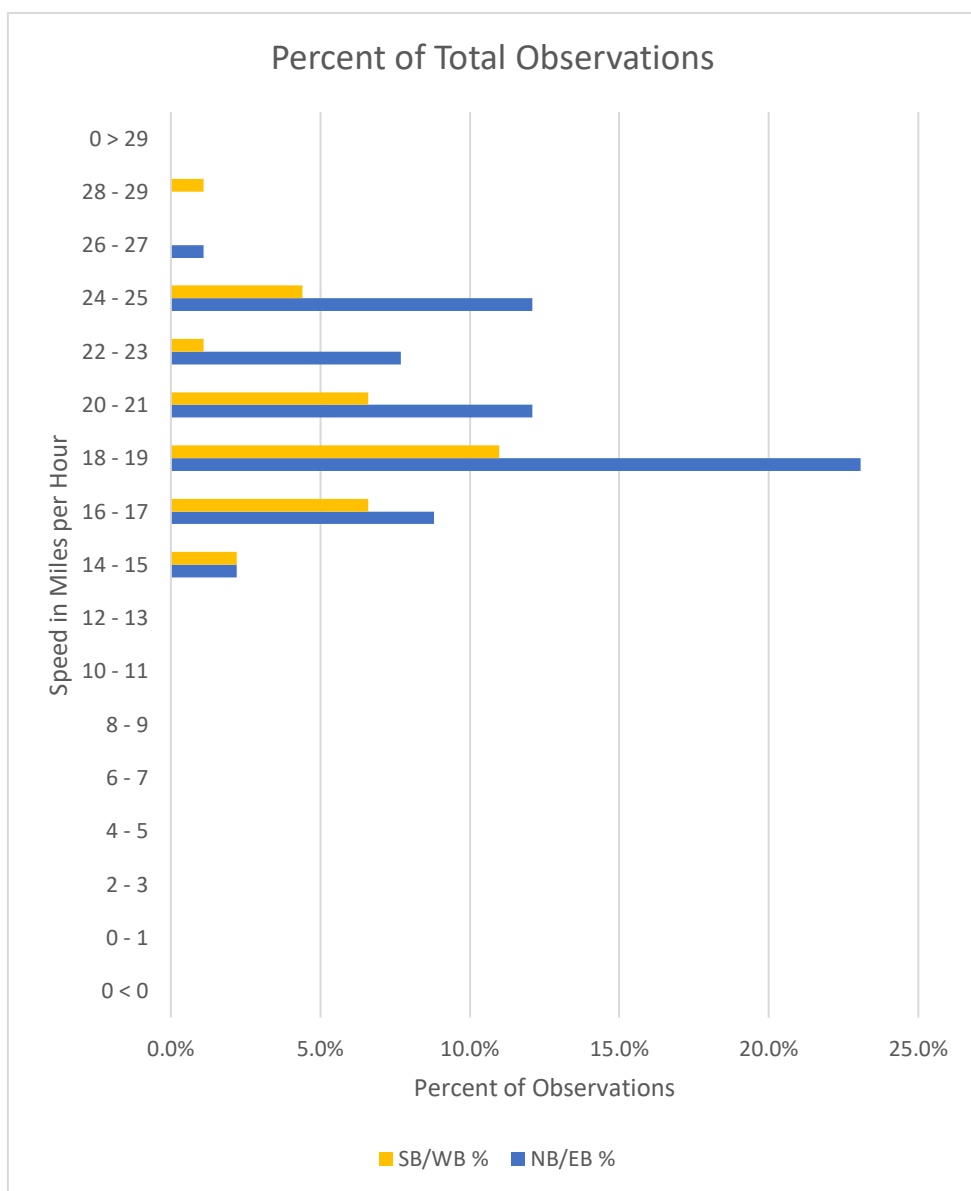
RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 0	0	0.0%	0	0%	0.0%	0	0.0%
0 - 1	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	2	2.2%	2	2%	4.4%	4	4.4%
16 - 17	8	8.8%	6	7%	15.4%	18	19.8%
18 - 19	21	23.1%	10	11%	34.1%	49	53.8%
20 - 21	11	12.1%	6	7%	18.7%	66	72.5%
22 - 23	7	7.7%	1	1%	8.8%	74	81.3%
24 - 25	11	12.1%	4	4%	16.5%	89	97.8%
26 - 27	1	1.1%	0	0%	1.1%	90	98.9%
28 - 29	0	0.0%	1	1%	1.1%	91	100.0%
0 > 29	0	0.0%	0	0%	0.0%	91	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Paul Davis Drive
SURVEY LIMITS:	Healy Avenue to Marina Greens Drive
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	12:10:00 PM
SURVEY END TIME:	2:10:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

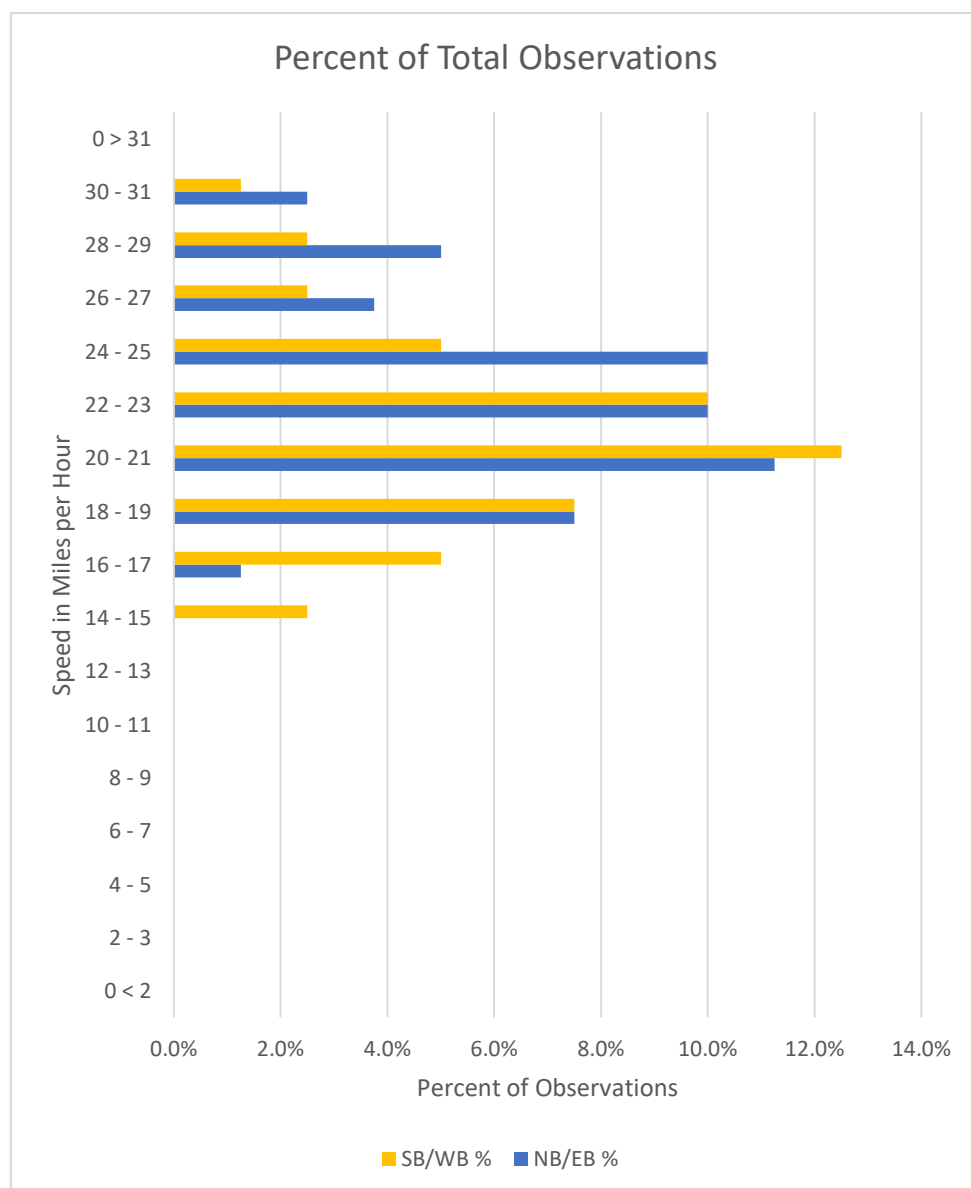
LOCATION: 33
COLLECTOR: Josh
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 25 MPH	50TH PERCENTILE 21 MPH 15TH PERCENTILE 18 MPH	PACE SPEED 17 MPH Below Pace 4.0% TO In Pace 85.0% 26 MPH Above Pace 11.0%
PRIMA FACIE SPEED LIMIT 25 MPH 86.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 99.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4141.0% SB/WB5959.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 2	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	2	3%	2.5%	2	2.5%
16 - 17	1	1.3%	4	5%	6.3%	7	8.8%
18 - 19	6	7.5%	6	8%	15.0%	19	23.8%
20 - 21	9	11.3%	10	13%	23.8%	38	47.5%
22 - 23	8	10.0%	8	10%	20.0%	54	67.5%
24 - 25	8	10.0%	4	5%	15.0%	66	82.5%
26 - 27	3	3.8%	2	3%	6.3%	71	88.8%
28 - 29	4	5.0%	2	3%	7.5%	77	96.3%
30 - 31	2	2.5%	1	1%	3.8%	80	100.0%
0 > 31	0	0.0%	0	0%	0.0%	80	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Patton Parkway
SURVEY LIMITS:	Marina High School to California Avenue
SURVEY DATE:	Wednesday, December 18, 2024
ROAD CONDITION:	New
SURVEY START TIME:	1:25:00 PM
SURVEY END TIME:	3:25:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	40 MPH
DIRECTION OF TRAFFIC:	EB WB

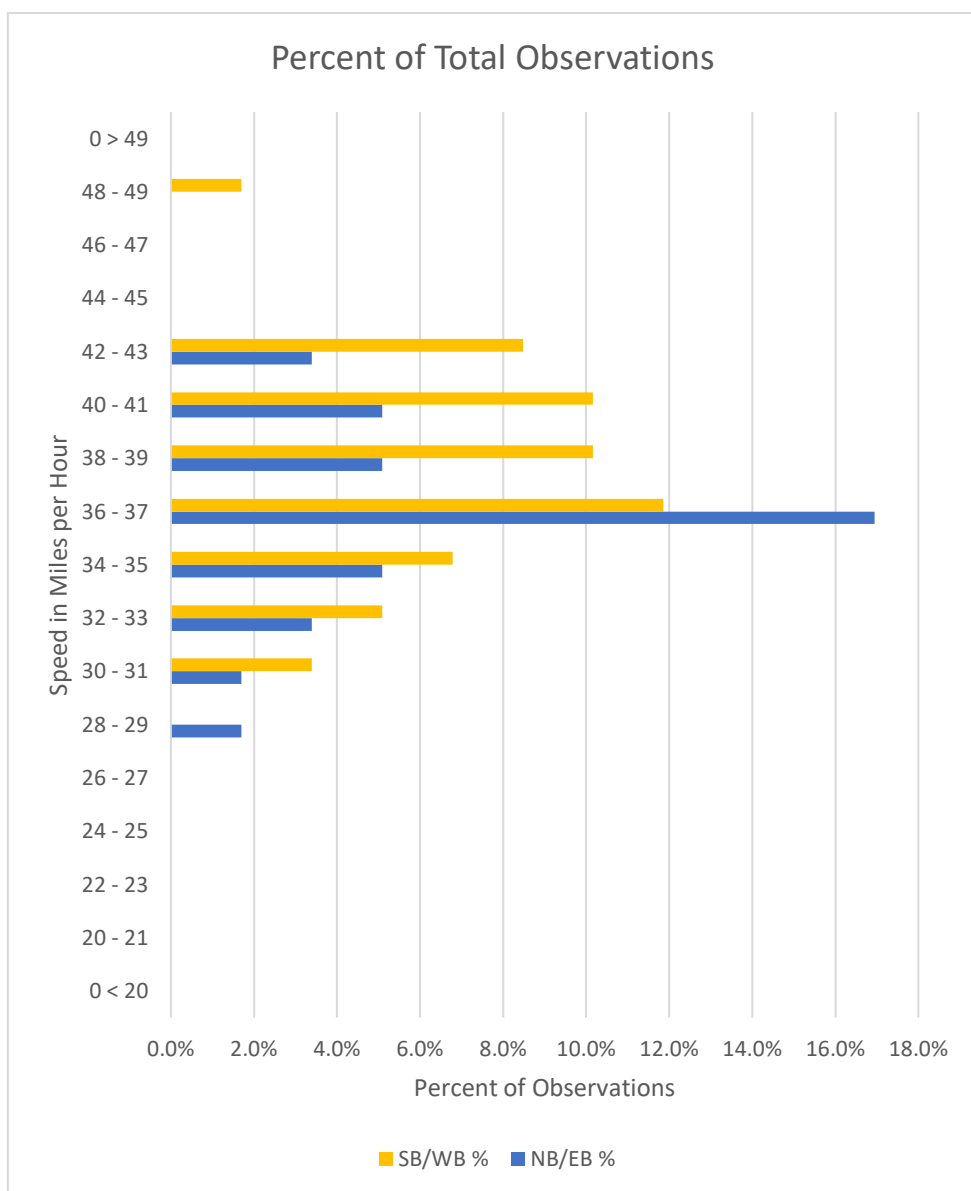
LOCATION: 34
COLLECTOR: Jesus
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 41 MPH	50TH PERCENTILE 37 MPH 15TH PERCENTILE 33.7 MPH	PACE SPEED 34 MPH Below Pace 15.3% TO In Pace 83.1% 43 MPH Above Pace 1.7%
PRIMA FACIE SPEED LIMIT 25 MPH 0.0% COMPLYING	EXISTING SPEED LIMIT 40 MPH 78.0% COMPLYING	
DIRECTION OF COLLECTION #Entries 59 NB/EB 25 42.4% SB/WB 34 57.6%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 20	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.7%	0	0%	1.7%	1	1.7%
30 - 31	1	1.7%	2	3%	5.1%	4	6.8%
32 - 33	2	3.4%	3	5%	8.5%	9	15.3%
34 - 35	3	5.1%	4	7%	11.9%	16	27.1%
36 - 37	10	16.9%	7	12%	28.8%	33	55.9%
38 - 39	3	5.1%	6	10%	15.3%	42	71.2%
40 - 41	3	5.1%	6	10%	15.3%	51	86.4%
42 - 43	2	3.4%	5	8%	11.9%	58	98.3%
44 - 45	0	0.0%	0	0%	0.0%	58	98.3%
46 - 47	0	0.0%	0	0%	0.0%	58	98.3%
48 - 49	0	0.0%	1	2%	1.7%	59	100.0%
0 > 49	0	0.0%	0	0%	0.0%	59	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Crescent Street
SURVEY LIMITS:	Patton Parkway to Reindollar Avenue
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	3:06:00 PM
SURVEY END TIME:	4:09:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	NB SB

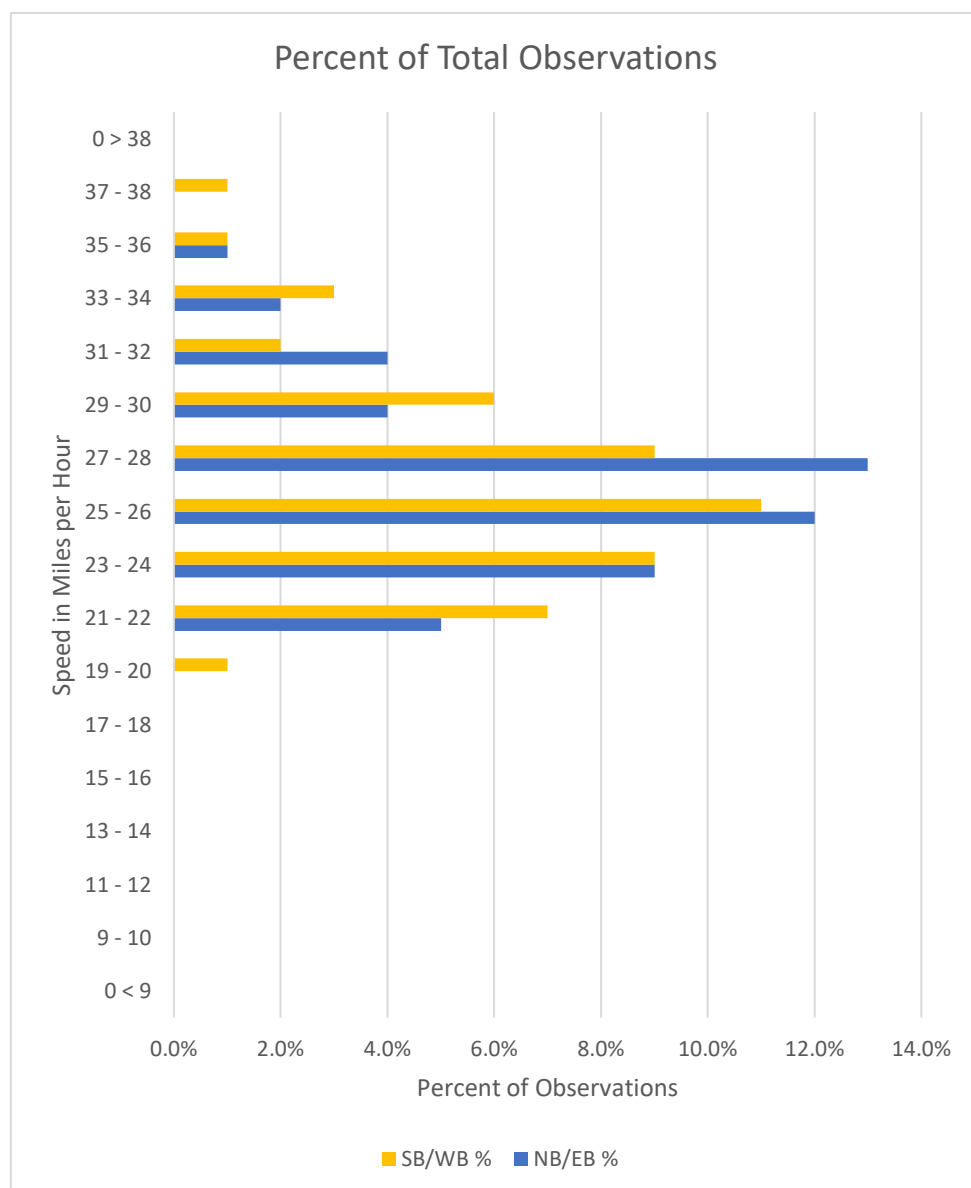
LOCATION: 35
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 30 MPH	50TH PERCENTILE 26 MPH 15TH PERCENTILE 23 MPH	PACE SPEED 22 MPH Below Pace 4.0% TO In Pace 88.0% 31 MPH Above Pace 8.0%
PRIMA FACIE SPEED LIMIT 25 MPH 40.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 40.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 9	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	1	1%	1.0%	1	1.0%
21 - 22	5	5.0%	7	7%	12.0%	13	13.0%
23 - 24	9	9.0%	9	9%	18.0%	31	31.0%
25 - 26	12	12.0%	11	11%	23.0%	54	54.0%
27 - 28	13	13.0%	9	9%	22.0%	76	76.0%
29 - 30	4	4.0%	6	6%	10.0%	86	86.0%
31 - 32	4	4.0%	2	2%	6.0%	92	92.0%
33 - 34	2	2.0%	3	3%	5.0%	97	97.0%
35 - 36	1	1.0%	1	1%	2.0%	99	99.0%
37 - 38	0	0.0%	1	1%	1.0%	100	100.0%
0 > 38	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Vaughn Avenue
SURVEY LIMITS:	Reindollar Avenue to Carmel Avenue
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	10:47:00 AM
SURVEY END TIME:	11:19:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	NB SB

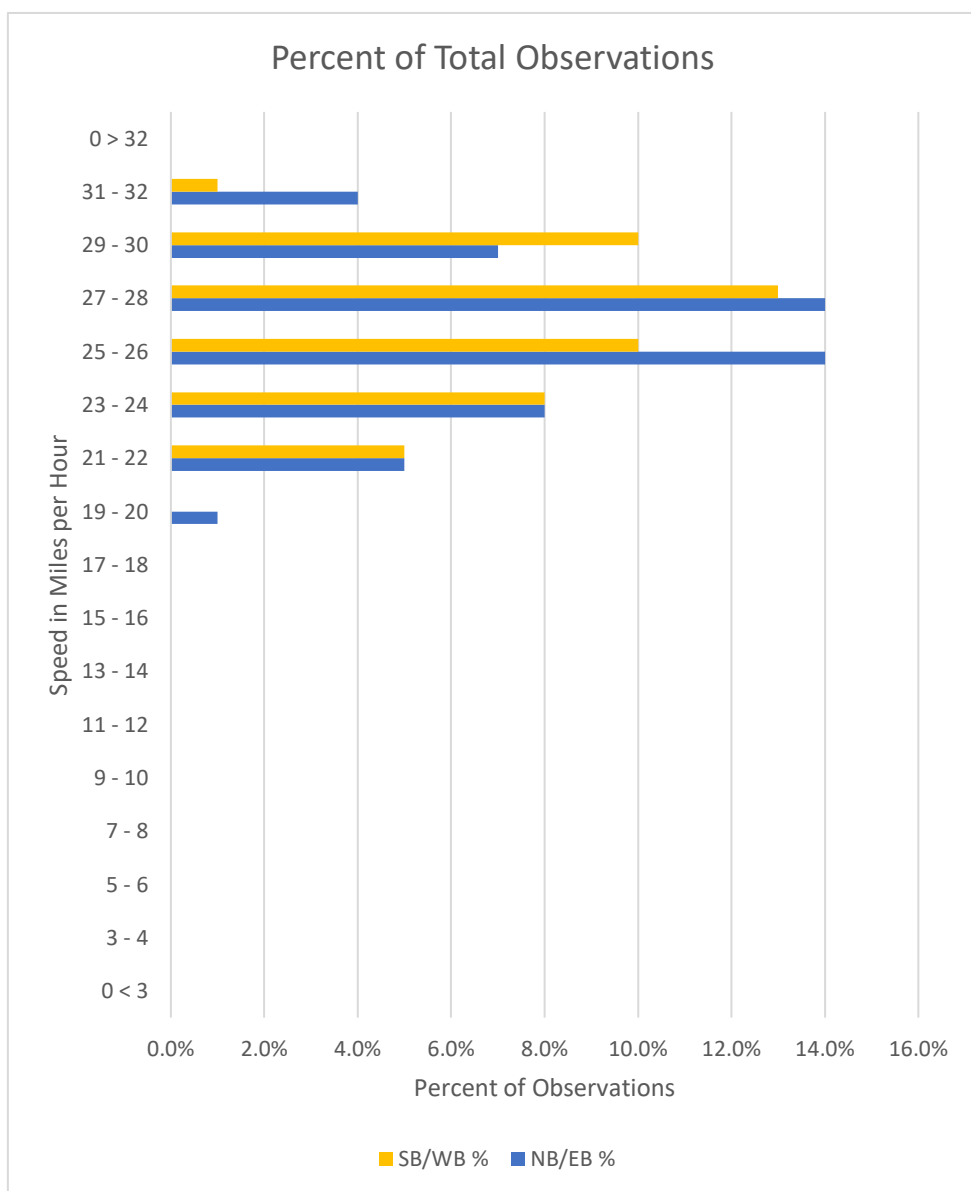
LOCATION: 36
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 29 MPH	50TH PERCENTILE 26 MPH 15TH PERCENTILE 23 MPH	PACE SPEED 21 MPH Below Pace 1.0% TO In Pace 94.0% 30 MPH Above Pace 5.0%
PRIMA FACIE SPEED LIMIT 25 MPH 38.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 38.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5353.0% SB/WB4747.0%		

UNUSUAL CONDITIONS: None

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 3	0	0.0%	0	0%	0.0%	0	0.0%
3 - 4	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	1	1.0%	0	0%	1.0%	1	1.0%
21 - 22	5	5.0%	5	5%	10.0%	11	11.0%
23 - 24	8	8.0%	8	8%	16.0%	27	27.0%
25 - 26	14	14.0%	10	10%	24.0%	51	51.0%
27 - 28	14	14.0%	13	13%	27.0%	78	78.0%
29 - 30	7	7.0%	10	10%	17.0%	95	95.0%
31 - 32	4	4.0%	1	1%	5.0%	100	100.0%
0 > 32	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

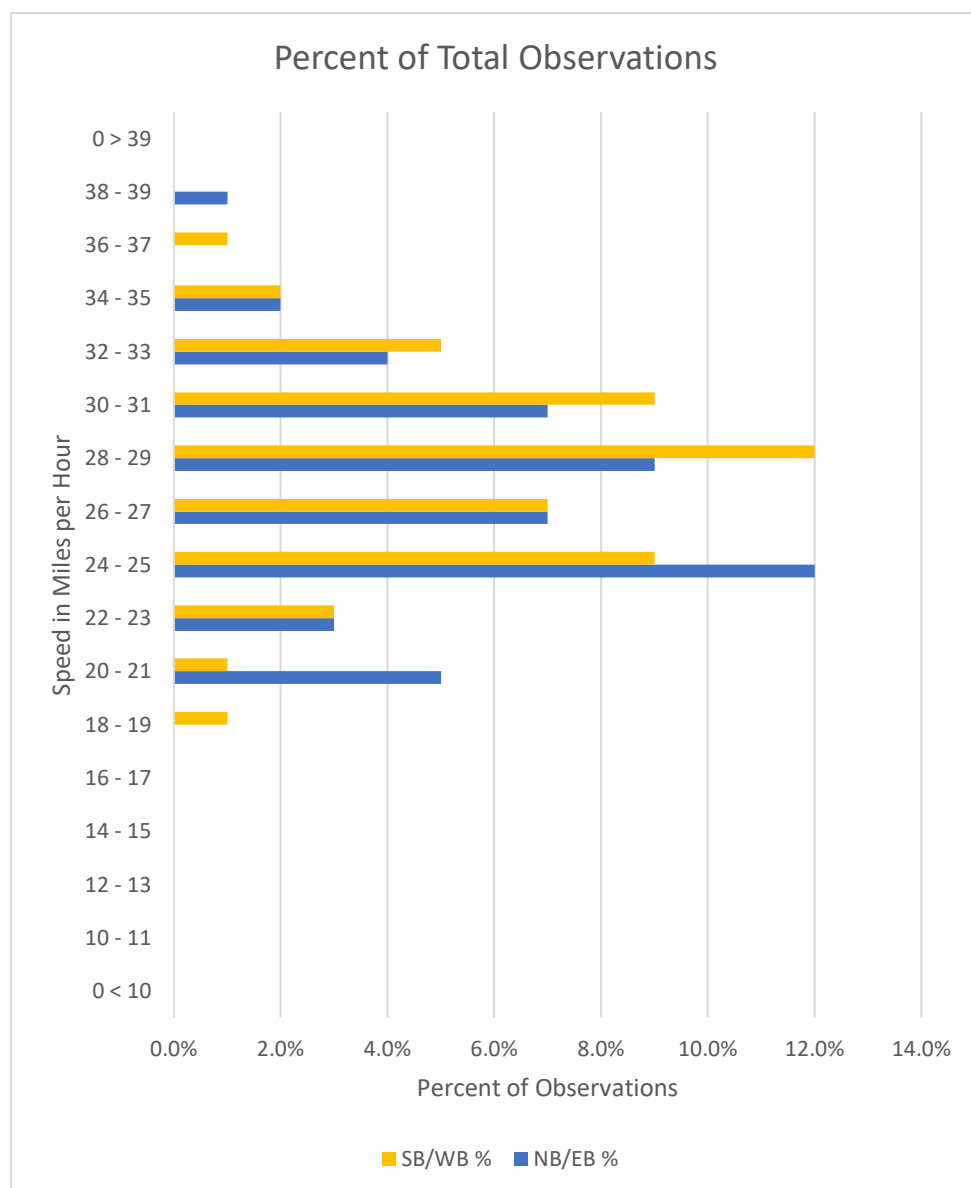
ROADWAY SURVEYED:	Seacrest Avenue
SURVEY LIMITS:	Carmel Avenue to Reservation Road
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:50:00 AM
SURVEY END TIME:	10:19:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

LOCATION: 37
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 31.15 MPH	50TH PERCENTILE 28 MPH 15TH PERCENTILE 24 MPH	PACE SPEED 23 MPH Below Pace 11.0% TO In Pace 81.0% 32 MPH Above Pace 8.0%
PRIMA FACIE SPEED LIMIT 25 MPH 34.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 76.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: **None**RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 10	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	1	1%	1.0%	1	1.0%
20 - 21	5	5.0%	1	1%	6.0%	7	7.0%
22 - 23	3	3.0%	3	3%	6.0%	13	13.0%
24 - 25	12	12.0%	9	9%	21.0%	34	34.0%
26 - 27	7	7.0%	7	7%	14.0%	48	48.0%
28 - 29	9	9.0%	12	12%	21.0%	69	69.0%
30 - 31	7	7.0%	9	9%	16.0%	85	85.0%
32 - 33	4	4.0%	5	5%	9.0%	94	94.0%
34 - 35	2	2.0%	2	2%	4.0%	98	98.0%
36 - 37	0	0.0%	1	1%	1.0%	99	99.0%
38 - 39	1	1.0%	0	0%	1.0%	100	100.0%
0 > 39	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Sunset Avenue
SURVEY LIMITS:	Reindollar Avenue to Carmel Avenue
SURVEY DATE:	Wednesday, December 18, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	12:45:00 PM
SURVEY END TIME:	1:18:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	NB SB

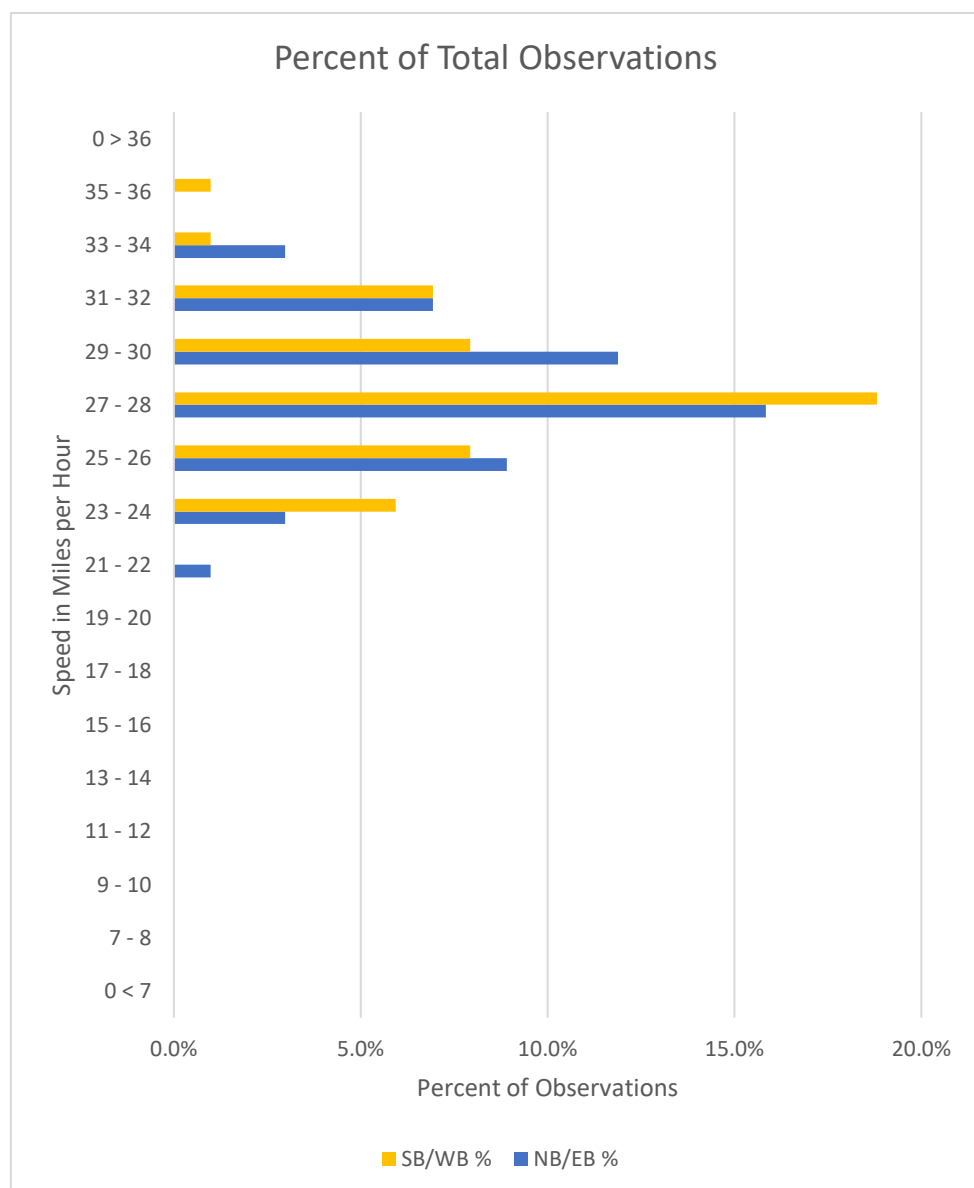
LOCATION: 38
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 31 MPH	50TH PERCENTILE 28 MPH 15TH PERCENTILE 25 MPH	PACE SPEED 23 MPH Below Pace 1.0% TO In Pace 94.1% 32 MPH Above Pace 5.0%
PRIMA FACIE SPEED LIMIT 25 MPH 16.8% COMPLYING	EXISTING SPEED LIMIT 25 MPH 16.8% COMPLYING	
DIRECTION OF COLLECTION #Entries101 NB/EB5150.5% SB/WB5049.5%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	1	1.0%	0	0%	1.0%	1	1.0%
23 - 24	3	3.0%	6	6%	8.9%	10	9.9%
25 - 26	9	8.9%	8	8%	16.8%	27	26.7%
27 - 28	16	15.8%	19	19%	34.7%	62	61.4%
29 - 30	12	11.9%	8	8%	19.8%	82	81.2%
31 - 32	7	6.9%	7	7%	13.9%	96	95.0%
33 - 34	3	3.0%	1	1%	4.0%	100	99.0%
35 - 36	0	0.0%	1	1%	1.0%	101	100.0%
0 > 36	0	0.0%	0	0%	0.0%	101	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Lake Drive
SURVEY LIMITS:	Palm Avenue to Reservation Road
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	11:56:00 AM
SURVEY END TIME:	12:31:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

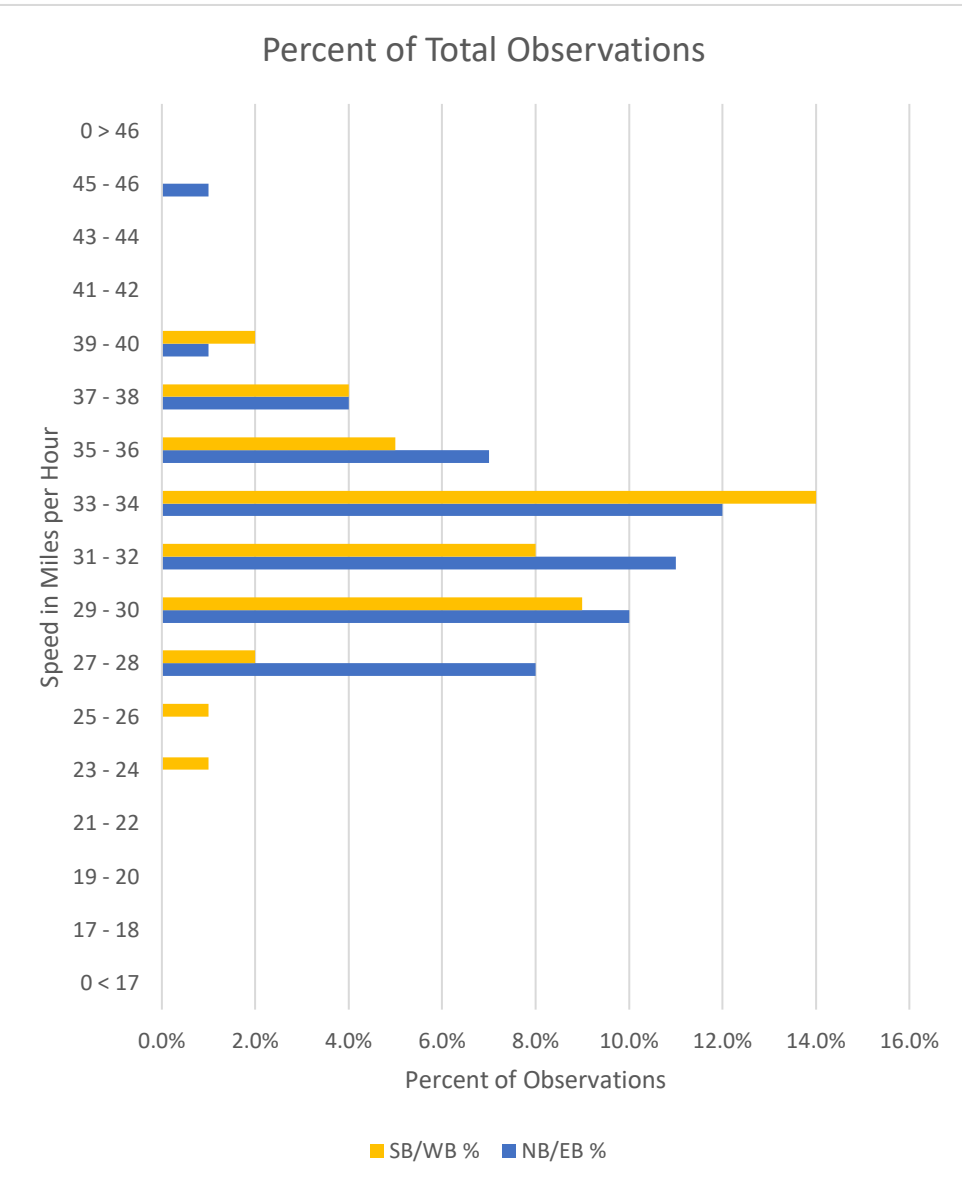
LOCATION: 39
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 36 MPH	50TH PERCENTILE 32.5 MPH 15TH PERCENTILE 29 MPH	PACE SPEED 27 MPH Below Pace 2.0% TO In Pace 86.0% 36 MPH Above Pace 12.0%
PRIMA FACIE SPEED LIMIT 25 MPH 2.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 31.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5454.0% SB/WB4646.0%		

UNUSUAL CONDITIONS: None

RECOMMENDED SPEED LIMIT: **TBD** MPH

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 17	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	1	1%	1.0%	1	1.0%
25 - 26	0	0.0%	1	1%	1.0%	2	2.0%
27 - 28	8	8.0%	2	2%	10.0%	12	12.0%
29 - 30	10	10.0%	9	9%	19.0%	31	31.0%
31 - 32	11	11.0%	8	8%	19.0%	50	50.0%
33 - 34	12	12.0%	14	14%	26.0%	76	76.0%
35 - 36	7	7.0%	5	5%	12.0%	88	88.0%
37 - 38	4	4.0%	4	4%	8.0%	96	96.0%
39 - 40	1	1.0%	2	2%	3.0%	99	99.0%
41 - 42	0	0.0%	0	0%	0.0%	99	99.0%
43 - 44	0	0.0%	0	0%	0.0%	99	99.0%
45 - 46	1	1.0%	0	0%	1.0%	100	100.0%
0 > 46	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Palm Avenue
SURVEY LIMITS:	Lake Drive to Del Monte Boulevard
SURVEY DATE:	Thursday, December 19, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	12:00:00 PM
SURVEY END TIME:	12:48:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	EB WB

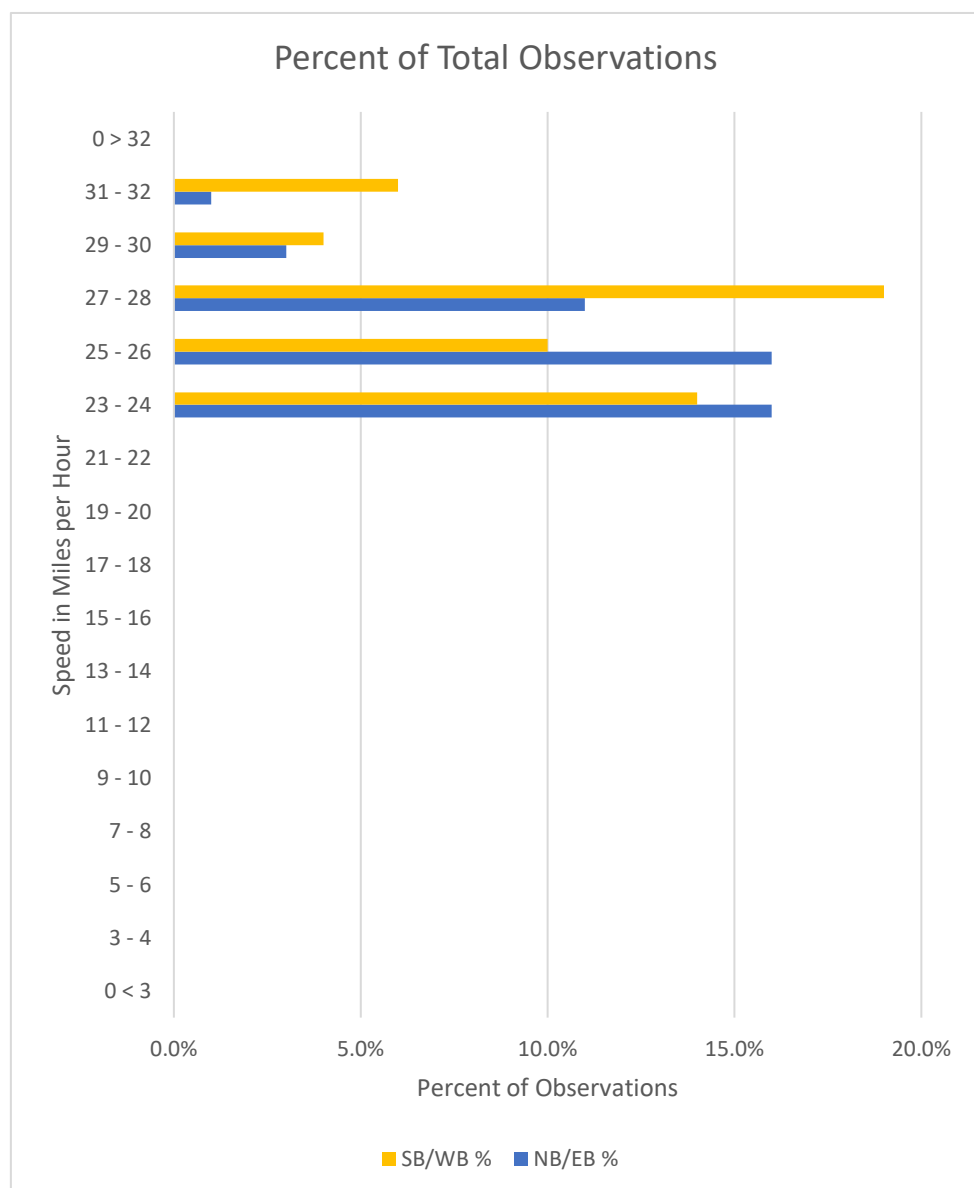
LOCATION: 40
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 28 MPH	50TH PERCENTILE 26 MPH 15TH PERCENTILE 24 MPH	PACE SPEED 23 MPH Below Pace 0.0% TO In Pace 100.0% 32 MPH Above Pace 0.0%
PRIMA FACIE SPEED LIMIT 25 MPH 40.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 40.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4747.0% SB/WB5353.0%		

UNUSUAL CONDITIONS: None

RECOMMENDED SPEED LIMIT: **TBD** MPH

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 3	0	0.0%	0	0%	0.0%	0	0.0%
3 - 4	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	16	16.0%	14	14%	30.0%	30	30.0%
25 - 26	16	16.0%	10	10%	26.0%	56	56.0%
27 - 28	11	11.0%	19	19%	30.0%	86	86.0%
29 - 30	3	3.0%	4	4%	7.0%	93	93.0%
31 - 32	1	1.0%	6	6%	7.0%	100	100.0%
0 > 32	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Abrams Drive
SURVEY LIMITS:	Preston Drive to Imjin Parkway
SURVEY DATE:	Tuesday, December 10, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	9:49:00 AM
SURVEY END TIME:	11:06:00 AM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	NB SB

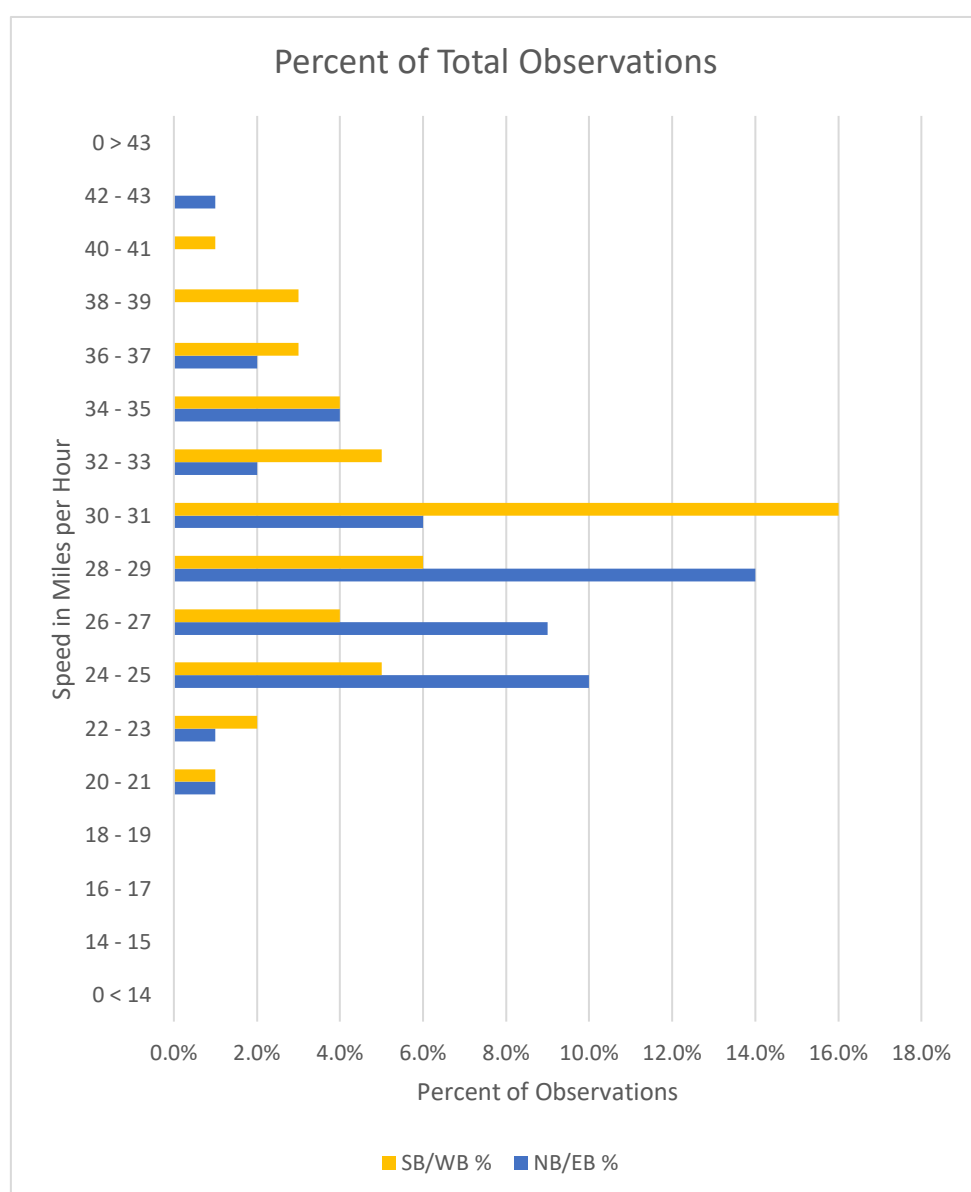
LOCATION: 41
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 34 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 25 MPH	PACE SPEED 24 MPH Below Pace 5.0% TO In Pace 77.0% 33 MPH Above Pace 18.0%
PRIMA FACIE SPEED LIMIT 25 MPH 20.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 65.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	1	1%	2.0%	2	2.0%
22 - 23	1	1.0%	2	2%	3.0%	5	5.0%
24 - 25	10	10.0%	5	5%	15.0%	20	20.0%
26 - 27	9	9.0%	4	4%	13.0%	33	33.0%
28 - 29	14	14.0%	6	6%	20.0%	53	53.0%
30 - 31	6	6.0%	16	16%	22.0%	75	75.0%
32 - 33	2	2.0%	5	5%	7.0%	82	82.0%
34 - 35	4	4.0%	4	4%	8.0%	90	90.0%
36 - 37	2	2.0%	3	3%	5.0%	95	95.0%
38 - 39	0	0.0%	3	3%	3.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Preston Drive
SURVEY LIMITS:	Abrams Drive to Imjin Parkway
SURVEY DATE:	Tuesday, December 10, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	11:09:00 AM
SURVEY END TIME:	12:24:00 PM
STREET CLASSIFICATION:	Arterial
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	EB WB

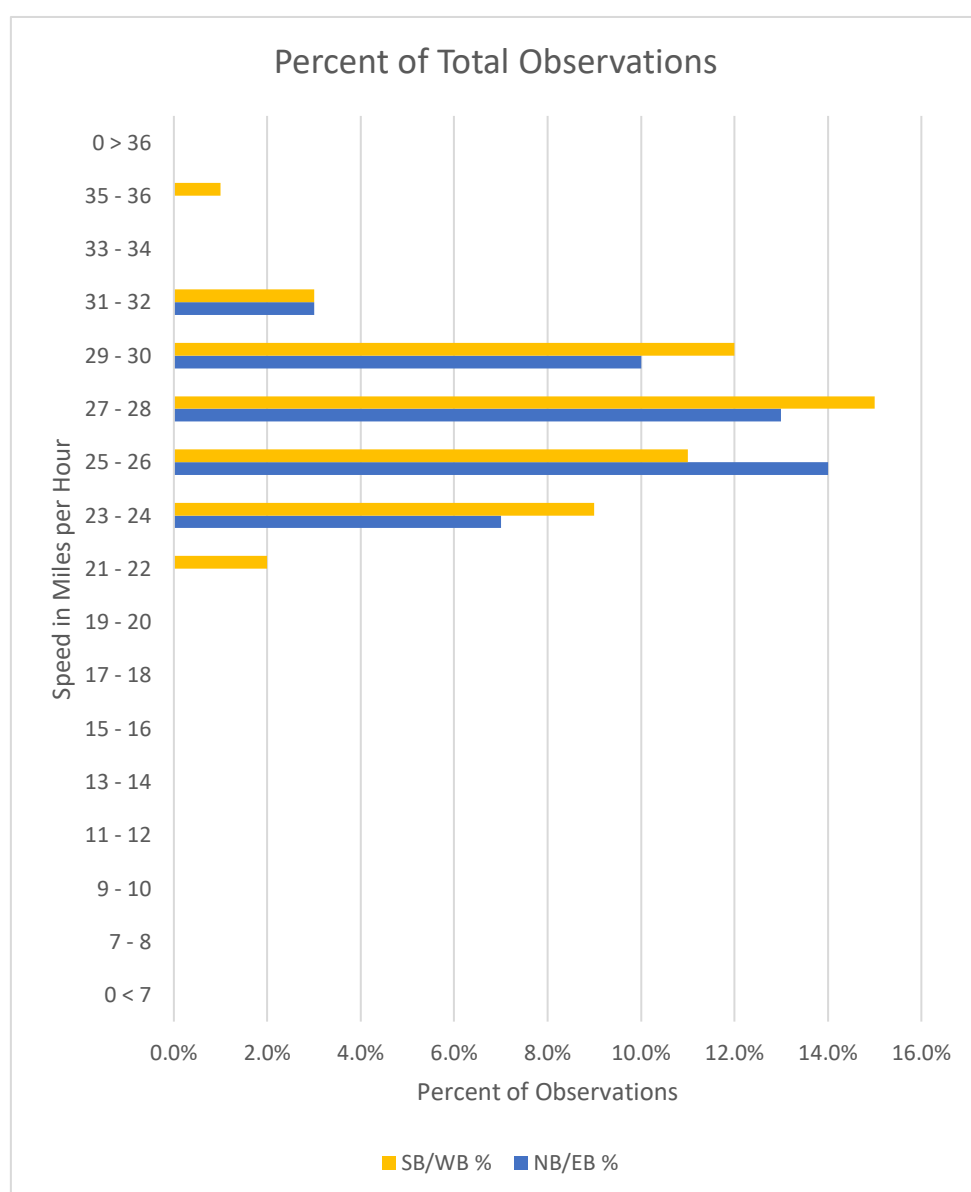
LOCATION: 42
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 29.15 MPH	50TH PERCENTILE 27 MPH 15TH PERCENTILE 24 MPH	PACE SPEED 23 MPH Below Pace 2.0% TO In Pace 97.0% 32 MPH Above Pace 1.0%
PRIMA FACIE SPEED LIMIT 25 MPH 26.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 93.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB4747.0% SB/WB5353.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	2	2%	2.0%	2	2.0%
23 - 24	7	7.0%	9	9%	16.0%	18	18.0%
25 - 26	14	14.0%	11	11%	25.0%	43	43.0%
27 - 28	13	13.0%	15	15%	28.0%	71	71.0%
29 - 30	10	10.0%	12	12%	22.0%	93	93.0%
31 - 32	3	3.0%	3	3%	6.0%	99	99.0%
33 - 34	0	0.0%	0	0%	0.0%	99	99.0%
35 - 36	0	0.0%	1	1%	1.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	3rd Avenue
SURVEY LIMITS:	Imjin Parkway to 8th Street
SURVEY DATE:	Thursday, December 5, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	10:30:00 AM
SURVEY END TIME:	11:18:00 AM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	NB SB

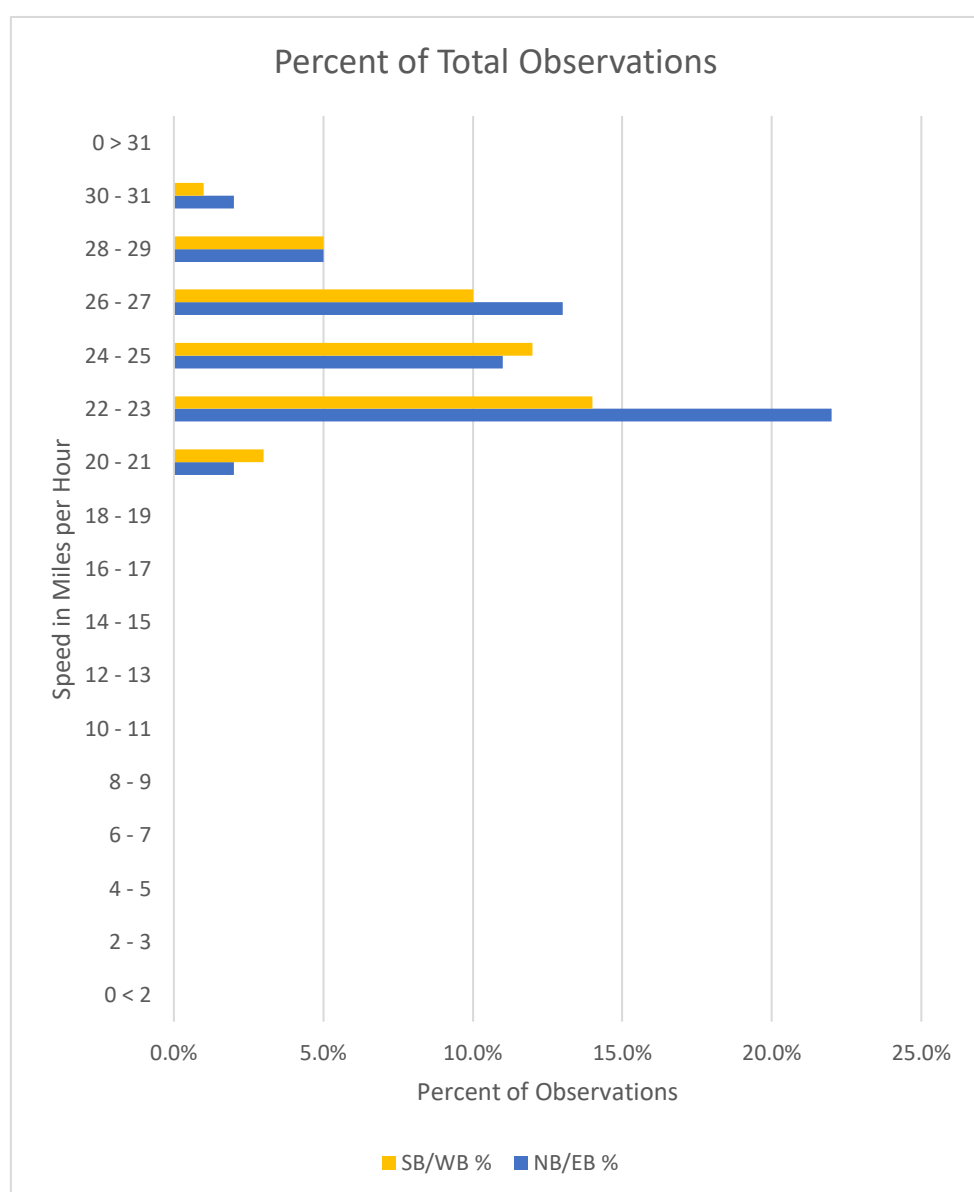
LOCATION: 43
COLLECTOR: Jesus
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 27 MPH	50TH PERCENTILE 24 MPH 15TH PERCENTILE 22 MPH	PACE SPEED 20 MPH Below Pace 0.0% TO In Pace 97.0% 29 MPH Above Pace 3.0%
PRIMA FACIE SPEED LIMIT 25 MPH 64.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 64.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5555.0% SB/WB4545.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 2	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	2	2.0%	3	3%	5.0%	5	5.0%
22 - 23	22	22.0%	14	14%	36.0%	41	41.0%
24 - 25	11	11.0%	12	12%	23.0%	64	64.0%
26 - 27	13	13.0%	10	10%	23.0%	87	87.0%
28 - 29	5	5.0%	5	5%	10.0%	97	97.0%
30 - 31	2	2.0%	1	1%	3.0%	100	100.0%
0 > 31	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Abrams Drive
SURVEY LIMITS:	Imjin Pkwy (west) to Preston Drive
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	2:26:00 PM
SURVEY END TIME:	3:02:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	30 MPH
DIRECTION OF TRAFFIC:	EB WB

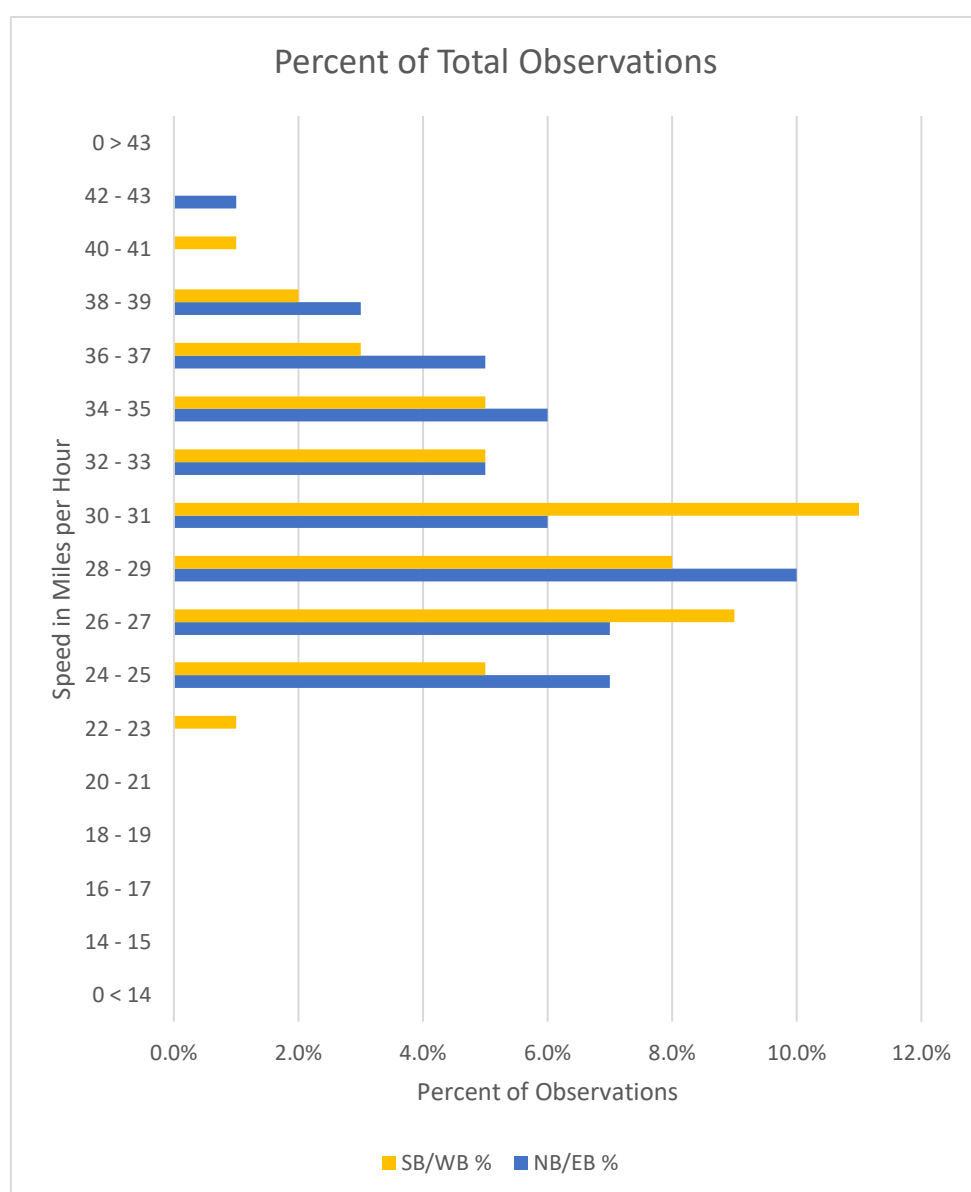
LOCATION: 44
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 35.15 MPH	50TH PERCENTILE 30 MPH 15TH PERCENTILE 26 MPH	PACE SPEED 25 MPH Below Pace 5.0% TO In Pace 74.0% 34 MPH Above Pace 21.0%
PRIMA FACIE SPEED LIMIT 25 MPH 13.0% COMPLYING	EXISTING SPEED LIMIT 30 MPH 55.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY				Total %	CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %		#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	7	7.0%	5	5%	12.0%	13	13.0%
26 - 27	7	7.0%	9	9%	16.0%	29	29.0%
28 - 29	10	10.0%	8	8%	18.0%	47	47.0%
30 - 31	6	6.0%	11	11%	17.0%	64	64.0%
32 - 33	5	5.0%	5	5%	10.0%	74	74.0%
34 - 35	6	6.0%	5	5%	11.0%	85	85.0%
36 - 37	5	5.0%	3	3%	8.0%	93	93.0%
38 - 39	3	3.0%	2	2%	5.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	Marina Heights Drive
SURVEY LIMITS:	California Ave to Imjin Pkwy
SURVEY DATE:	Wednesday, December 11, 2024
ROAD CONDITION:	Fair
SURVEY START TIME:	1:39:00 PM
SURVEY END TIME:	2:21:00 PM
STREET CLASSIFICATION:	Residential
POSTED SPEED:	25 MPH
DIRECTION OF TRAFFIC:	EB WB

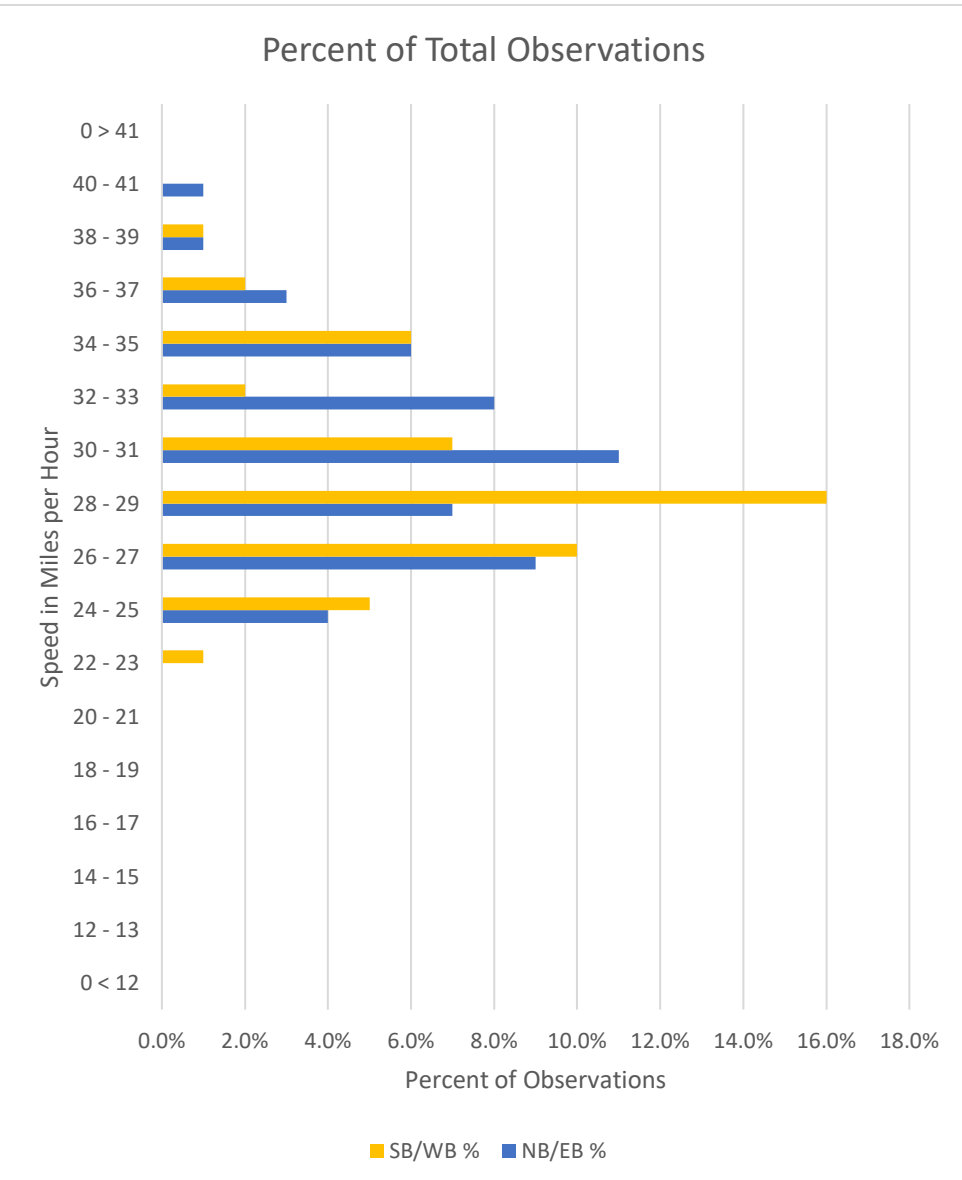
LOCATION: 45
COLLECTOR: Randy
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE) 34 MPH	50TH PERCENTILE 29 MPH 15TH PERCENTILE 26 MPH	PACE SPEED 25 MPH Below Pace 5.0% TO In Pace 84.0% 34 MPH Above Pace 11.0%
PRIMA FACIE SPEED LIMIT 25 MPH 10.0% COMPLYING	EXISTING SPEED LIMIT 25 MPH 10.0% COMPLYING	
DIRECTION OF COLLECTION #Entries100 NB/EB5050.0% SB/WB5050.0%		

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



Appendix E

Radar Gun Calibration Certificate

CERTIFICATE OF ACCURACY

I hereby certify this STALKER® Speed Measuring Device.

Computing Unit: S.N. AS018043

Frequency 34.7 GHz

Power Density 0.7 mw/cm²

Under my supervision, this Speed Measuring Device has been checked for accuracy and correct operation.

This STALKER® Speed Measuring Device is certified accurate within ± 1 mph (± 2 km/h) in stationary mode, and/or ± 2 mph (± 3 km/h) in moving mode.

The transmitter frequency of this speed measuring radar device has been tested and found to be within the prescribed limits as established by the Federal Communications Commission.

The measured Power Density of this speed measuring device has been tested and found to be below the ANSI Standard of 5.0 mw/cm² for this device.

All test instruments are traceable to NIST.

Date: 08/19/2022

Technician (signature) _____

Technician: Shawn Kendrick

Technician overseen by: Roland Rickerd

Applied Concepts, Inc. | Richardson, Texas 75081

006-0147-00 Rev P

134080

TUNING FORK CERTIFICATE

This Tuning Fork has been tested and found to oscillate at $4,166 \pm 5$ Hertz at 70°F (21°C) resulting in a calibration signal of 40mph (64 km/h) when used with a Ka-Band Radar operating at 34.7 GHz. The instrument used to calibrate the tuning fork is traceable to NIST.

Operation from -22 to $+140^{\circ}\text{F}$ (-30°C to 60°C) will result in a speed error of less than 0.5 mph, -0.0040 mph/ $^{\circ}\text{F}$ (0.8 km/h, -0.0065 km/h/ $^{\circ}\text{C}$).

Date AUG 15 2022 Technician (signature) Todd L. Gardner
Todd L. Gardner

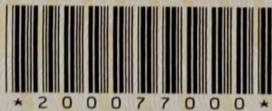
Technician (name) _____

Serial # 413509

Applied Concepts, Inc.

Richardson, Texas 75081

006-0411-00 Rev F



NEW ALTO

CERTIFICATE OF ACCURACY

I hereby certify this STALKER® Speed Measuring Device.

Computing Unit: S.N. AS020472

Frequency 34.69 GHz

Power Density 0.6 mw/cm²

Under my supervision, this Speed Measuring Device has been checked for accuracy and correct operation.

This STALKER® Speed Measuring Device is certified accurate within ± 1 mph (± 2 km/h) in stationary mode, and/or ± 2 mph (± 3 km/h) in moving mode.

The transmitter frequency of this speed measuring radar device has been tested and found to be within the prescribed limits as established by the Federal Communications Commission.

The measured Power Density of this speed measuring device has been tested and found to be below the ANSI Standard of 5.0 mw/cm² for this device.

All test instruments are traceable to NIST.

Date: 05/12/2023

Technician (signature) Fabian Ryans

Technician: Fabian Ryans

Technician overseen by: Roland Rickert

Applied Concepts, Inc. | Richardson, Texas 75081

006-0147-00 Rev P

148616

TUNING FORK CERTIFICATE

This Tuning Fork has been tested and found to oscillate at $4,166 \pm 5$ Hertz at 70°F (21°C) resulting in a calibration signal of 40mph (64 km/h) when used with a Ka-Band Radar operating at 34.7 GHz. The instrument used to calibrate the tuning fork is traceable to NIST.

Operation from -22 to +140°F (-30°C to 60°C) will result in a speed error of less than 0.5 mph, -0.0040 mph/°F (0.8 km/h, -0.0065 km/h/°C).

Date MAY 12 2023

Technician (signature) Todd L. Gardner

Todd L. Gardner

Technician (name) _____

Serial # 423501

Applied Concepts, Inc.



Richardson, Texas 75081

006-0411-00 Rev F

Appendix F

Average Daily Traffic (ADT) Data

Location: Imjin Parkway, State Route 1 to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 01

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	80	43	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	43	123
1:00 AM	38	26	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	26	64
2:00 AM	25	26	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	26	51
3:00 AM	21	69	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	69	90
4:00 AM	31	160	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	160	191
5:00 AM	71	332	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	332	403
6:00 AM	278	863	1,141	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	863	1,141
7:00 AM	657	882	1,539	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	657	882	1,539
8:00 AM	636	845	1,481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	636	845	1,481
9:00 AM	577	892	1,469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	577	892	1,469
10:00 AM	536	790	1,326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	536	790	1,326
11:00 AM	678	789	1,467	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	678	789	1,467
12:00 PM	817	856	1,673	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	817	856	1,673
1:00 PM	849	801	1,650	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	849	801	1,650
2:00 PM	967	845	1,812	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	967	845	1,812
3:00 PM	1,116	858	1,974	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,116	858	1,974
4:00 PM	1,147	784	1,931	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,147	784	1,931
5:00 PM	1,114	924	2,038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,114	924	2,038
6:00 PM	909	733	1,642	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	909	733	1,642
7:00 PM	717	455	1,172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	717	455	1,172
8:00 PM	676	320	996	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	676	320	996
9:00 PM	457	228	685	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	457	228	685
10:00 PM	317	166	483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	317	166	483
11:00 PM	207	80	287	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	80	287
Total	12,921	12,767	25,688	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12,921	12,767	25,688
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	11:00	09:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	09:00	07:00
Vol.	678	892	1,539	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	678	892	1,539
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,147	924	2,038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,147	924	2,038

1. Mid-week average includes data between Tuesday and Thursday.

Location: Imjin Parkway, California Avenue to Reservation Road
Date Range: 12/12/2024 - 12/18/2024
Site Code: 02

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	81	46	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	46	127
1:00 AM	48	22	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	22	70
2:00 AM	26	20	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	20	46
3:00 AM	16	57	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	57	73
4:00 AM	34	122	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	122	156
5:00 AM	72	233	305	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	233	305
6:00 AM	241	611	852	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	241	611	852
7:00 AM	673	577	1,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	673	577	1,250
8:00 AM	623	592	1,215	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	623	592	1,215
9:00 AM	484	681	1,165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	484	681	1,165
10:00 AM	503	591	1,094	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	503	591	1,094
11:00 AM	594	622	1,216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	594	622	1,216
12:00 PM	630	615	1,245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	630	615	1,245
1:00 PM	696	657	1,353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	696	657	1,353
2:00 PM	782	634	1,416	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	782	634	1,416
3:00 PM	906	713	1,619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	906	713	1,619
4:00 PM	791	700	1,491	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	791	700	1,491
5:00 PM	889	684	1,573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	889	684	1,573
6:00 PM	719	554	1,273	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	719	554	1,273
7:00 PM	539	370	909	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	539	370	909
8:00 PM	503	279	782	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	503	279	782
9:00 PM	406	198	604	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	406	198	604
10:00 PM	287	155	442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	155	442
11:00 PM	178	80	258	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	80	258
Total	10,721	9,813	20,534	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,721	9,813	20,534
Percent	52%	48%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	
AM Peak	07:00	09:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	09:00	07:00
Vol.	673	681	1,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	673	681	1,250
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	906	713	1,619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	906	713	1,619

1. Mid-week average includes data between Tuesday and Thursday.

Location: Del Monte Boulevard, Reindollar Avenue to Reservation Road
 Date Range: 12/10/2024 - 12/16/2024
 Site Code: 03

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	76	24	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	24	100
1:00 AM	28	19	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	19	47
2:00 AM	21	16	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	16	37
3:00 AM	19	47	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	47	66
4:00 AM	18	96	114	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	96	114
5:00 AM	48	245	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	245	293
6:00 AM	134	780	914	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134	780	914
7:00 AM	411	1,085	1,496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	411	1,085	1,496
8:00 AM	534	821	1,355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	534	821	1,355
9:00 AM	442	752	1,194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	442	752	1,194
10:00 AM	560	663	1,223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	560	663	1,223
11:00 AM	740	648	1,388	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	740	648	1,388
12:00 PM	701	714	1,415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	701	714	1,415
1:00 PM	704	676	1,380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704	676	1,380
2:00 PM	781	750	1,531	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	781	750	1,531
3:00 PM	868	761	1,629	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	868	761	1,629
4:00 PM	1,160	711	1,871	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160	711	1,871
5:00 PM	1,153	768	1,921	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,153	768	1,921
6:00 PM	813	495	1,308	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	813	495	1,308
7:00 PM	591	364	955	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	591	364	955
8:00 PM	474	306	780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	474	306	780
9:00 PM	409	217	626	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	409	217	626
10:00 PM	266	154	420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	266	154	420
11:00 PM	169	72	241	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	72	241
Total	11,120	11,184	22,304	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,120	11,184	22,304
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	740	1,085	1,496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	740	1,085	1,496
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,160	768	1,921	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160	768	1,921

1. Mid-week average includes data between Tuesday and Thursday.

Location: Del Monte Boulevard, Reservation Road to Beach Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 04

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	29	11	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	11	40
1:00 AM	17	14	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	14	31
2:00 AM	11	11	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	22
3:00 AM	19	7	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	7	26
4:00 AM	26	15	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	15	41
5:00 AM	77	49	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	49	126
6:00 AM	172	141	313	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	172	141	313
7:00 AM	287	392	679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	392	679
8:00 AM	269	299	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	269	299	568
9:00 AM	247	199	446	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247	199	446
10:00 AM	237	191	428	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	191	428
11:00 AM	314	248	562	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	314	248	562
12:00 PM	337	265	602	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	337	265	602
1:00 PM	341	283	624	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	283	624
2:00 PM	382	322	704	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	382	322	704
3:00 PM	433	338	771	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	433	338	771
4:00 PM	452	336	788	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	452	336	788
5:00 PM	482	308	790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	482	308	790
6:00 PM	298	217	515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	298	217	515
7:00 PM	192	155	347	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	155	347
8:00 PM	166	117	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	117	283
9:00 PM	119	77	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	77	196
10:00 PM	79	50	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	50	129
11:00 PM	54	36	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	36	90
Total	5,040	4,081	9,121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,040	4,081	9,121
Percent	55%	45%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55%	45%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	314	392	679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	314	392	679
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	482	338	790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	482	338	790

1. Mid-week average includes data between Tuesday and Thursday.

Location: Del Monte Boulevard, Beach Road to Marina Greens Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 05

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	16	8	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	8	24
1:00 AM	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	8	13
2:00 AM	10	11	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	11	21
3:00 AM	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	13
4:00 AM	19	13	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	13	32
5:00 AM	39	31	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	31	70
6:00 AM	125	121	246	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	121	246
7:00 AM	202	261	463	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	202	261	463
8:00 AM	185	161	346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	161	346
9:00 AM	153	119	272	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	119	272
10:00 AM	154	120	274	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	120	274
11:00 AM	184	137	321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	137	321
12:00 PM	198	145	343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	145	343
1:00 PM	170	167	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	170	167	337
2:00 PM	222	172	394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	172	394
3:00 PM	242	223	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	223	465
4:00 PM	278	218	496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	218	496
5:00 PM	257	173	430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	257	173	430
6:00 PM	159	95	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	95	254
7:00 PM	79	80	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	80	159
8:00 PM	72	52	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	52	124
9:00 PM	56	30	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	30	86
10:00 PM	39	37	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	37	76
11:00 PM	26	17	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	17	43
Total	2,898	2,404	5,302	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,898	2,404	5,302
Percent	55%	45%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55%	45%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	202	261	463	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	202	261	463
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	278	223	496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	223	496

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Dunes Drive to Beach Road
 Date Range: 12/10/2024 - 12/16/2024
 Site Code: 06

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	25	12	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	12	37
1:00 AM	21	12	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	12	33
2:00 AM	9	12	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	12	21
3:00 AM	8	17	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	17	25
4:00 AM	16	24	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	24	40
5:00 AM	37	59	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	59	96
6:00 AM	147	208	355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147	208	355
7:00 AM	240	328	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	328	568
8:00 AM	186	248	434	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186	248	434
9:00 AM	167	235	402	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	235	402
10:00 AM	194	239	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	239	433
11:00 AM	173	254	427	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	254	427
12:00 PM	214	270	484	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	214	270	484
1:00 PM	196	269	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	196	269	465
2:00 PM	230	325	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	325	555
3:00 PM	273	300	573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	273	300	573
4:00 PM	295	323	618	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	295	323	618
5:00 PM	320	244	564	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	320	244	564
6:00 PM	173	177	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	177	350
7:00 PM	161	132	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	161	132	293
8:00 PM	103	113	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	113	216
9:00 PM	81	98	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	98	179
10:00 PM	60	47	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	47	107
11:00 PM	48	25	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	25	73
Total	3,377	3,971	7,348	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,377	3,971	7,348
Percent	46%	54%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46%	54%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	240	328	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	328	568
PM Peak	17:00	14:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	14:00	16:00
Vol.	320	325	618	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	320	325	618

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Beach Road to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 07

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	8	20	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	20	28
1:00 AM	5	11	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	11	16
2:00 AM	9	5	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	5	14
3:00 AM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
4:00 AM	11	11	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	22
5:00 AM	55	22	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	22	77
6:00 AM	87	120	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	120	207
7:00 AM	204	231	435	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	231	435
8:00 AM	221	212	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	221	212	433
9:00 AM	176	169	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	169	345
10:00 AM	173	183	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	183	356
11:00 AM	206	205	411	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	206	205	411
12:00 PM	204	216	420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	216	420
1:00 PM	199	190	389	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	199	190	389
2:00 PM	244	204	448	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	244	204	448
3:00 PM	291	303	594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	291	303	594
4:00 PM	293	290	583	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	293	290	583
5:00 PM	281	299	580	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	281	299	580
6:00 PM	211	170	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	211	170	381
7:00 PM	137	158	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	137	158	295
8:00 PM	106	113	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	113	219
9:00 PM	89	72	161	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	72	161
10:00 PM	41	60	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	60	101
11:00 PM	23	39	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	39	62
Total	3,286	3,310	6,596	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,286	3,310	6,596
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	221	231	435	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	221	231	435
PM Peak	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	15:00
Vol.	293	303	594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	293	303	594

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Del Monte Boulevard to Crescent Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 08

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	57	35	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	35	92
1:00 AM	27	19	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	19	46
2:00 AM	20	16	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	36
3:00 AM	13	25	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	25	38
4:00 AM	26	58	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	58	84
5:00 AM	74	165	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	165	239
6:00 AM	234	490	724	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	234	490	724
7:00 AM	521	663	1,184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	521	663	1,184
8:00 AM	467	624	1,091	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	467	624	1,091
9:00 AM	465	643	1,108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	465	643	1,108
10:00 AM	477	583	1,060	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	477	583	1,060
11:00 AM	527	630	1,157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	527	630	1,157
12:00 PM	617	649	1,266	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	617	649	1,266
1:00 PM	671	651	1,322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	671	651	1,322
2:00 PM	687	679	1,366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	687	679	1,366
3:00 PM	704	714	1,418	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704	714	1,418
4:00 PM	814	761	1,575	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	814	761	1,575
5:00 PM	742	795	1,537	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	742	795	1,537
6:00 PM	542	486	1,028	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	542	486	1,028
7:00 PM	371	341	712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	371	341	712
8:00 PM	325	282	607	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	325	282	607
9:00 PM	245	183	428	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	245	183	428
10:00 PM	176	120	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	120	296
11:00 PM	115	64	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	64	179
Total	8,917	9,676	18,593	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,917	9,676	18,593
Percent	48%	52%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	527	663	1,184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	527	663	1,184
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	814	795	1,575	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	814	795	1,575

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Crescent Avenue to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 09

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	37	49	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	49	86
1:00 AM	22	22	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	22	44
2:00 AM	12	15	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	15	27
3:00 AM	16	11	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	11	27
4:00 AM	42	28	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	28	70
5:00 AM	135	90	225	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	135	90	225
6:00 AM	455	267	722	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	455	267	722
7:00 AM	672	541	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	672	541	1,213
8:00 AM	638	522	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	638	522	1,160
9:00 AM	555	402	957	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	555	402	957
10:00 AM	449	393	842	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	449	393	842
11:00 AM	521	478	999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	521	478	999
12:00 PM	577	583	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	577	583	1,160
1:00 PM	515	627	1,142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	515	627	1,142
2:00 PM	634	646	1,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	634	646	1,280
3:00 PM	620	735	1,355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	620	735	1,355
4:00 PM	715	778	1,493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	715	778	1,493
5:00 PM	734	676	1,410	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	734	676	1,410
6:00 PM	449	544	993	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	449	544	993
7:00 PM	294	371	665	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	371	665
8:00 PM	254	282	536	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	254	282	536
9:00 PM	161	222	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	161	222	383
10:00 PM	107	149	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	149	256
11:00 PM	53	89	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	89	142
Total	8,667	8,520	17,187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,667	8,520	17,187
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	672	541	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	672	541	1,213
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	734	778	1,493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	734	778	1,493

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, California Avenue to Salinas Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 10

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	37	21	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	21	58
1:00 AM	21	23	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	23	44
2:00 AM	17	10	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	10	27
3:00 AM	11	13	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	13	24
4:00 AM	34	31	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	31	65
5:00 AM	101	99	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	99	200
6:00 AM	255	435	690	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	255	435	690
7:00 AM	558	717	1,275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	558	717	1,275
8:00 AM	515	577	1,092	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	515	577	1,092
9:00 AM	332	428	760	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	332	428	760
10:00 AM	337	299	636	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	337	299	636
11:00 AM	399	407	806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	399	407	806
12:00 PM	446	419	865	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	446	419	865
1:00 PM	471	408	879	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	471	408	879
2:00 PM	567	478	1,045	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	567	478	1,045
3:00 PM	727	495	1,222	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	727	495	1,222
4:00 PM	723	612	1,335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	723	612	1,335
5:00 PM	615	652	1,267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	615	652	1,267
6:00 PM	420	373	793	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	420	373	793
7:00 PM	294	215	509	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	215	509
8:00 PM	240	197	437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	197	437
9:00 PM	188	138	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188	138	326
10:00 PM	138	91	229	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	91	229
11:00 PM	76	39	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	39	115
Total	7,522	7,177	14,699	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,522	7,177	14,699
Percent	51%	49%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51%	49%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	558	717	1,275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	558	717	1,275
PM Peak	15:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	17:00	16:00
Vol.	727	652	1,335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	727	652	1,335

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Salinas Avenue to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 11

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	38	36	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	36	74
1:00 AM	19	23	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	23	42
2:00 AM	17	12	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	12	29
3:00 AM	12	13	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25
4:00 AM	36	38	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	38	74
5:00 AM	94	132	226	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	132	226
6:00 AM	288	490	778	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	288	490	778
7:00 AM	586	875	1,461	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	586	875	1,461
8:00 AM	565	693	1,258	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	565	693	1,258
9:00 AM	344	510	854	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	344	510	854
10:00 AM	321	374	695	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	321	374	695
11:00 AM	403	477	880	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	403	477	880
12:00 PM	441	456	897	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	441	456	897
1:00 PM	510	463	973	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	510	463	973
2:00 PM	567	541	1,108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	567	541	1,108
3:00 PM	683	597	1,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	683	597	1,280
4:00 PM	716	707	1,423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	716	707	1,423
5:00 PM	617	741	1,358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	617	741	1,358
6:00 PM	427	440	867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	427	440	867
7:00 PM	282	261	543	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	282	261	543
8:00 PM	237	228	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	228	465
9:00 PM	183	166	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	166	349
10:00 PM	133	102	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	102	235
11:00 PM	74	59	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	59	133
Total	7,593	8,434	16,027	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,593	8,434	16,027
Percent	47%	53%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47%	53%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	586	875	1,461	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	586	875	1,461
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	716	741	1,423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	716	741	1,423

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reservation Road, Imjin Parkway to Blanco Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 12

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	76	60	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	60	136
1:00 AM	47	36	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	36	83
2:00 AM	30	28	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	28	58
3:00 AM	23	60	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	60	83
4:00 AM	53	138	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	138	191
5:00 AM	139	358	497	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139	358	497
6:00 AM	408	1,214	1,622	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	408	1,214	1,622
7:00 AM	984	1,406	2,390	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	984	1,406	2,390
8:00 AM	898	1,248	2,146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	898	1,248	2,146
9:00 AM	669	1,032	1,701	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	669	1,032	1,701
10:00 AM	637	805	1,442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	637	805	1,442
11:00 AM	757	860	1,617	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	757	860	1,617
12:00 PM	918	828	1,746	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	918	828	1,746
1:00 PM	954	852	1,806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	954	852	1,806
2:00 PM	1,144	912	2,056	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,144	912	2,056
3:00 PM	1,385	954	2,339	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,385	954	2,339
4:00 PM	1,451	1,071	2,522	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,451	1,071	2,522
5:00 PM	1,377	1,152	2,529	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,377	1,152	2,529
6:00 PM	962	732	1,694	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	962	732	1,694
7:00 PM	691	471	1,162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	691	471	1,162
8:00 PM	591	380	971	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	591	380	971
9:00 PM	432	283	715	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	432	283	715
10:00 PM	290	185	475	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	290	185	475
11:00 PM	191	113	304	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	191	113	304
Total	15,107	15,178	30,285	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,107	15,178	30,285
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	984	1,406	2,390	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	984	1,406	2,390
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,451	1,152	2,529	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,451	1,152	2,529

1. Mid-week average includes data between Tuesday and Thursday.

Location: 8th Street, 2nd Avenue to 3rd Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 13

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
5:00 AM	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
6:00 AM	3	32	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	32	35
7:00 AM	13	289	302	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	289	302
8:00 AM	17	95	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	95	112
9:00 AM	14	38	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	38	52
10:00 AM	12	21	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	21	33
11:00 AM	14	19	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	19	33
12:00 PM	17	33	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	33	50
1:00 PM	16	20	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	20	36
2:00 PM	29	24	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	24	53
3:00 PM	37	19	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	19	56
4:00 PM	50	29	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	29	79
5:00 PM	52	31	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	31	83
6:00 PM	23	15	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	15	38
7:00 PM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
8:00 PM	16	4	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	4	20
9:00 PM	5	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	9
10:00 PM	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
11:00 PM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
Total	343	694	1,037	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	343	694	1,037
Percent	33%	67%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33%	67%	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	17	289	302	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	289	302
PM Peak	17:00	12:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	12:00	17:00
Vol.	52	33	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	33	83

1. Mid-week average includes data between Tuesday and Thursday.

Location: 8th Street, 5th Avenue to Inter-Garrison Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 14

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	16	6	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	6	22
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
3:00 AM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
4:00 AM	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
5:00 AM	4	11	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	11	15
6:00 AM	19	59	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	59	78
7:00 AM	23	445	468	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	445	468
8:00 AM	57	228	285	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	228	285
9:00 AM	82	236	318	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	236	318
10:00 AM	82	112	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	112	194
11:00 AM	167	168	335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	168	335
12:00 PM	129	108	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	108	237
1:00 PM	169	155	324	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	155	324
2:00 PM	148	94	242	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	148	94	242
3:00 PM	207	151	358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	151	358
4:00 PM	198	80	278	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	80	278
5:00 PM	208	112	320	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	208	112	320
6:00 PM	168	77	245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	168	77	245
7:00 PM	129	59	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	59	188
8:00 PM	93	45	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	45	138
9:00 PM	70	39	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	39	109
10:00 PM	48	34	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	34	82
11:00 PM	22	19	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	19	41
Total	2,047	2,248	4,295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,047	2,248	4,295
Percent	48%	52%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	167	445	468	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	445	468
PM Peak	17:00	13:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	13:00	15:00
Vol.	208	155	358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	208	155	358

1. Mid-week average includes data between Tuesday and Thursday.

Location: 9th Street, 1st Avenue to 2nd Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 15

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
5:00 AM	15	4	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	4	19
6:00 AM	130	5	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	5	135
7:00 AM	184	32	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	32	216
8:00 AM	140	41	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140	41	181
9:00 AM	122	77	199	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	77	199
10:00 AM	126	107	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126	107	233
11:00 AM	115	142	257	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	142	257
12:00 PM	120	135	255	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	135	255
1:00 PM	106	79	185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	79	185
2:00 PM	82	102	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	102	184
3:00 PM	59	169	228	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	169	228
4:00 PM	58	162	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	162	220
5:00 PM	27	48	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	48	75
6:00 PM	19	25	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	25	44
7:00 PM	18	8	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	8	26
8:00 PM	18	13	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	13	31
9:00 PM	12	6	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	6	18
10:00 PM	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	11
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	1,365	1,163	2,528	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,365	1,163	2,528
Percent	54%	46%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54%	46%	
AM Peak	07:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	11:00
Vol.	184	142	257	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	142	257
PM Peak	12:00	15:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00	15:00	12:00
Vol.	120	169	255	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	169	255

1. Mid-week average includes data between Tuesday and Thursday.

Location: 2nd Avenue, Divarty Street to 8th Street
Date Range: 12/10/2024 - 12/16/2024
Site Code: 16

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	10	13
1:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11
5:00 AM	7	15	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	15	22
6:00 AM	31	113	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	113	144
7:00 AM	109	715	824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	715	824
8:00 AM	142	471	613	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	471	613
9:00 AM	154	232	386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	232	386
10:00 AM	141	218	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	218	359
11:00 AM	235	273	508	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	273	508
12:00 PM	230	325	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	325	555
1:00 PM	228	319	547	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	228	319	547
2:00 PM	219	261	480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	261	480
3:00 PM	303	301	604	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	303	301	604
4:00 PM	319	342	661	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	319	342	661
5:00 PM	341	270	611	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	270	611
6:00 PM	215	266	481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	266	481
7:00 PM	133	129	262	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	129	262
8:00 PM	109	95	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	95	204
9:00 PM	69	70	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	70	139
10:00 PM	40	49	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	49	89
11:00 PM	16	26	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	26	42
Total	3,056	4,517	7,573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,056	4,517	7,573
Percent	40%	60%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40%	60%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	235	715	824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	715	824
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	341	342	661	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	342	661

1. Mid-week average includes data between Tuesday and Thursday.

Location: 2nd Avenue, 8th Street to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 17

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	10	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	10	15
1:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	8	0	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0	8
4:00 AM	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
5:00 AM	17	25	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	25	42
6:00 AM	31	171	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	171	202
7:00 AM	124	499	623	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	124	499	623
8:00 AM	141	416	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	416	557
9:00 AM	210	246	456	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	210	246	456
10:00 AM	229	219	448	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	229	219	448
11:00 AM	355	270	625	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	355	270	625
12:00 PM	357	291	648	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	357	291	648
1:00 PM	331	314	645	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	331	314	645
2:00 PM	329	252	581	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	329	252	581
3:00 PM	462	288	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	462	288	750
4:00 PM	417	255	672	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	417	255	672
5:00 PM	378	239	617	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	378	239	617
6:00 PM	251	229	480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	251	229	480
7:00 PM	175	162	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175	162	337
8:00 PM	141	104	245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	104	245
9:00 PM	79	90	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	90	169
10:00 PM	46	66	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	66	112
11:00 PM	21	24	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	24	45
Total	4,121	4,185	8,306	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,121	4,185	8,306
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	11:00	07:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	11:00
Vol.	355	499	625	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	355	499	625
PM Peak	15:00	13:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	13:00	15:00
Vol.	462	314	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	462	314	750

1. Mid-week average includes data between Tuesday and Thursday.

Location: Beach Road, Reservation Road to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 18

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
1:00 AM	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	8	16
2:00 AM	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
3:00 AM	19	3	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	3	22
4:00 AM	27	3	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	3	30
5:00 AM	79	20	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	20	99
6:00 AM	153	59	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	59	212
7:00 AM	263	128	391	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	263	128	391
8:00 AM	223	119	342	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	223	119	342
9:00 AM	180	116	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	116	296
10:00 AM	183	126	309	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	126	309
11:00 AM	211	159	370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	211	159	370
12:00 PM	216	178	394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	216	178	394
1:00 PM	230	173	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	173	403
2:00 PM	292	193	485	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	292	193	485
3:00 PM	261	232	493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	232	493
4:00 PM	274	257	531	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	274	257	531
5:00 PM	242	241	483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	241	483
6:00 PM	178	153	331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	153	331
7:00 PM	144	123	267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144	123	267
8:00 PM	106	105	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	105	211
9:00 PM	82	73	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	73	155
10:00 PM	44	45	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	45	89
11:00 PM	23	24	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	24	47
Total	3,454	2,558	6,012	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,454	2,558	6,012
Percent	57%	43%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57%	43%	
AM Peak	07:00	11:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	07:00
Vol.	263	159	391	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	263	159	391
PM Peak	14:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	16:00	16:00
Vol.	292	257	531	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	292	257	531

1. Mid-week average includes data between Tuesday and Thursday.

Location: De Forest Road, Beach Road to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 19

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
1:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
5:00 AM	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	12	19
6:00 AM	17	27	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	27	44
7:00 AM	85	67	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	67	152
8:00 AM	47	88	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	88	135
9:00 AM	33	39	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	39	72
10:00 AM	42	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	43	85
11:00 AM	46	49	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	49	95
12:00 PM	44	50	94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	50	94
1:00 PM	72	79	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	79	151
2:00 PM	77	70	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	70	147
3:00 PM	57	73	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	73	130
4:00 PM	87	75	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	75	162
5:00 PM	95	72	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	72	167
6:00 PM	62	41	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	41	103
7:00 PM	32	31	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	31	63
8:00 PM	30	15	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	15	45
9:00 PM	20	14	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14	34
10:00 PM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
11:00 PM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
Total	887	862	1,749	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	887	862	1,749
Percent	51%	49%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51%	49%	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	85	88	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	88	152
PM Peak	17:00	13:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	13:00	17:00
Vol.	95	79	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	79	167

1. Mid-week average includes data between Tuesday and Thursday.

Location: Crescent Avenue, Quebrada Del Mar to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 20

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
5:00 AM	0	15	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	15	15
6:00 AM	9	37	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	37	46
7:00 AM	31	88	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	88	119
8:00 AM	48	60	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	60	108
9:00 AM	21	21	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	21	42
10:00 AM	32	26	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	26	58
11:00 AM	32	34	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	34	66
12:00 PM	48	35	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	35	83
1:00 PM	43	46	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	46	89
2:00 PM	47	55	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	55	102
3:00 PM	68	59	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	59	127
4:00 PM	63	42	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	42	105
5:00 PM	65	24	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	24	89
6:00 PM	57	45	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	45	102
7:00 PM	42	21	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	21	63
8:00 PM	36	14	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	14	50
9:00 PM	34	12	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	12	46
10:00 PM	16	3	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	3	19
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	705	648	1,353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	705	648	1,353
Percent	52%	48%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	48	88	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	88	119
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	68	59	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	59	127

1. Mid-week average includes data between Tuesday and Thursday.

Location: Crescent Avenue, Reservation Road to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 21

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	9	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	9	20
1:00 AM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
2:00 AM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
3:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
4:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
5:00 AM	14	18	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	18	32
6:00 AM	47	52	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	52	99
7:00 AM	157	125	282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	157	125	282
8:00 AM	154	176	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	176	330
9:00 AM	109	73	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	73	182
10:00 AM	84	79	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	79	163
11:00 AM	74	88	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	88	162
12:00 PM	111	80	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	111	80	191
1:00 PM	120	89	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	89	209
2:00 PM	116	123	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	123	239
3:00 PM	160	170	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	170	330
4:00 PM	186	170	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186	170	356
5:00 PM	159	122	281	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	122	281
6:00 PM	106	101	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	101	207
7:00 PM	74	59	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	59	133
8:00 PM	59	58	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	58	117
9:00 PM	43	41	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	41	84
10:00 PM	30	23	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	23	53
11:00 PM	12	13	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25
Total	1,838	1,690	3,528	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,838	1,690	3,528
Percent	52%	48%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	
AM Peak	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	157	176	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	157	176	330
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	186	170	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186	170	356

1. Mid-week average includes data between Tuesday and Thursday.

Location: Cardoza Avenue, Reservation Road to Aaron Way (End)
 Date Range: 12/10/2024 - 12/16/2024
 Site Code: 22

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
1:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
2:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	0	6	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	6	6
5:00 AM	3	23	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	23	26
6:00 AM	23	79	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	79	102
7:00 AM	60	158	218	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	158	218
8:00 AM	52	80	132	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	80	132
9:00 AM	49	69	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	69	118
10:00 AM	63	83	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	83	146
11:00 AM	67	77	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	77	144
12:00 PM	84	70	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	70	154
1:00 PM	70	76	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	76	146
2:00 PM	98	75	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	75	173
3:00 PM	106	87	193	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	87	193
4:00 PM	146	89	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	89	235
5:00 PM	136	96	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	96	232
6:00 PM	95	43	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	43	138
7:00 PM	54	24	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	24	78
8:00 PM	57	40	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	40	97
9:00 PM	33	32	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	32	65
10:00 PM	16	10	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	10	26
11:00 PM	10	1	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	1	11
Total	1,230	1,228	2,458	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,230	1,228	2,458
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	67	158	218	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	158	218
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	146	96	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	96	235

1. Mid-week average includes data between Tuesday and Thursday.

Location: Beach Road, Del Monte Boulevard to De Forest Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 23

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
4:00 AM	9	0	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	0	9
5:00 AM	23	3	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	3	26
6:00 AM	45	28	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	28	73
7:00 AM	72	130	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	130	202
8:00 AM	51	123	174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	123	174
9:00 AM	55	47	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	47	102
10:00 AM	54	54	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	54	108
11:00 AM	59	80	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	80	139
12:00 PM	64	92	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	92	156
1:00 PM	64	117	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	117	181
2:00 PM	74	117	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	117	191
3:00 PM	100	168	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	168	268
4:00 PM	81	175	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	175	256
5:00 PM	94	136	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	136	230
6:00 PM	77	87	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	87	164
7:00 PM	37	65	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	65	102
8:00 PM	36	40	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	40	76
9:00 PM	32	37	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	37	69
10:00 PM	9	24	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	24	33
11:00 PM	7	13	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	13	20
Total	1,054	1,544	2,598	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,054	1,544	2,598
Percent	41%	59%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41%	59%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	72	130	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	130	202
PM Peak	15:00	16:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	15:00
Vol.	100	175	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	175	268

1. Mid-week average includes data between Tuesday and Thursday.

Location: California Avenue, Reservation Road to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 24

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	9	19
1:00 AM	7	4	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	4	11
2:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	12	10	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	10	22
5:00 AM	29	21	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	21	50
6:00 AM	116	64	180	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	64	180
7:00 AM	390	167	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	390	167	557
8:00 AM	277	177	454	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	277	177	454
9:00 AM	177	123	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	123	300
10:00 AM	152	111	263	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	152	111	263
11:00 AM	178	156	334	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	156	334
12:00 PM	217	151	368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217	151	368
1:00 PM	215	148	363	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	148	363
2:00 PM	261	202	463	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	202	463
3:00 PM	259	243	502	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	259	243	502
4:00 PM	283	239	522	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	283	239	522
5:00 PM	281	196	477	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	281	196	477
6:00 PM	196	136	332	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	196	136	332
7:00 PM	123	110	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	110	233
8:00 PM	91	73	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	73	164
9:00 PM	64	41	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	41	105
10:00 PM	29	35	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	35	64
11:00 PM	31	17	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	17	48
Total	3,403	2,439	5,842	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,403	2,439	5,842
Percent	58%	42%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58%	42%	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	390	177	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	390	177	557
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	283	243	522	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	283	243	522

1. Mid-week average includes data between Tuesday and Thursday.

Location: California Avenue, Carmel Avenue to Reindollar Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 25

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
1:00 AM	8	7	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	7	15
2:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
3:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
4:00 AM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
5:00 AM	39	14	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	14	53
6:00 AM	136	48	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	48	184
7:00 AM	414	217	631	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	414	217	631
8:00 AM	294	184	478	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	184	478
9:00 AM	203	128	331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	203	128	331
10:00 AM	177	118	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	118	295
11:00 AM	194	154	348	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	154	348
12:00 PM	236	185	421	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	236	185	421
1:00 PM	230	178	408	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	178	408
2:00 PM	250	232	482	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250	232	482
3:00 PM	270	287	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	270	287	557
4:00 PM	282	285	567	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	282	285	567
5:00 PM	300	253	553	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300	253	553
6:00 PM	204	158	362	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	158	362
7:00 PM	115	124	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	124	239
8:00 PM	80	98	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	98	178
9:00 PM	72	59	131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	59	131
10:00 PM	27	50	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	50	77
11:00 PM	31	31	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	31	62
Total	3,593	2,837	6,430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,593	2,837	6,430
Percent	56%	44%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56%	44%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	414	217	631	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	414	217	631
PM Peak	17:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	16:00
Vol.	300	287	567	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300	287	567

1. Mid-week average includes data between Tuesday and Thursday.

Location: California Avenue, Reindollar Avenue to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 26

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	22	15	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	15	37
1:00 AM	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	12	19
2:00 AM	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	11
3:00 AM	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	11	13
4:00 AM	7	28	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	28	35
5:00 AM	13	70	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	70	83
6:00 AM	40	213	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	213	253
7:00 AM	253	688	941	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	253	688	941
8:00 AM	222	478	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	478	700
9:00 AM	138	293	431	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	293	431
10:00 AM	146	244	390	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	244	390
11:00 AM	187	250	437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	187	250	437
12:00 PM	259	293	552	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	259	293	552
1:00 PM	237	287	524	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	287	524
2:00 PM	321	358	679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	321	358	679
3:00 PM	362	377	739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	362	377	739
4:00 PM	359	313	672	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	359	313	672
5:00 PM	394	356	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	394	356	750
6:00 PM	257	229	486	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	257	229	486
7:00 PM	189	148	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	189	148	337
8:00 PM	153	103	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	103	256
9:00 PM	108	81	189	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	81	189
10:00 PM	83	34	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	34	117
11:00 PM	47	27	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	27	74
Total	3,812	4,913	8,725	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,812	4,913	8,725
Percent	44%	56%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44%	56%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	253	688	941	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	253	688	941
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	394	377	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	394	377	750

1. Mid-week average includes data between Tuesday and Thursday.

Location: California Avenue, Imjin Parkway to 8th Street
Date Range: 12/10/2024 - 12/16/2024
Site Code: 27

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
5:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
6:00 AM	12	17	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	17	29
7:00 AM	22	78	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	78	100
8:00 AM	13	31	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	31	44
9:00 AM	24	36	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	36	60
10:00 AM	28	34	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	34	62
11:00 AM	37	34	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	34	71
12:00 PM	20	28	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	28	48
1:00 PM	35	23	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	23	58
2:00 PM	21	35	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	35	56
3:00 PM	44	65	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	65	109
4:00 PM	30	31	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	31	61
5:00 PM	24	38	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	38	62
6:00 PM	10	19	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	19	29
7:00 PM	6	18	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	18	24
8:00 PM	8	6	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	6	14
9:00 PM	2	9	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	9	11
10:00 PM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	343	508	851	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	343	508	851
Percent	40%	60%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40%	60%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	37	78	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	78	100
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	44	65	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	65	109

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reindollar Avenue, Del Monte Boulevard to California Avenue
 Date Range: 12/10/2024 - 12/16/2024
 Site Code: 28

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
1:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
2:00 AM	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	11	13
5:00 AM	8	21	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	21	29
6:00 AM	13	98	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	98	111
7:00 AM	146	168	314	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	168	314
8:00 AM	155	243	398	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	243	398
9:00 AM	76	110	186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	110	186
10:00 AM	59	81	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	81	140
11:00 AM	78	87	165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	87	165
12:00 PM	93	74	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	74	167
1:00 PM	93	86	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	86	179
2:00 PM	104	104	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	104	104	208
3:00 PM	185	164	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	164	349
4:00 PM	166	120	286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	120	286
5:00 PM	159	121	280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	121	280
6:00 PM	121	82	203	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	121	82	203
7:00 PM	68	39	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	39	107
8:00 PM	61	29	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	29	90
9:00 PM	30	26	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	26	56
10:00 PM	26	26	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	26	52
11:00 PM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
Total	1,664	1,708	3,372	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,664	1,708	3,372
Percent	49%	51%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	155	243	398	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	243	398
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	185	164	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	164	349

1. Mid-week average includes data between Tuesday and Thursday.

Location: Reindollar Avenue, California Avenue to Carmel Avenue
 Date Range: 12/10/2024 - 12/16/2024
 Site Code: 29

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	8	4	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	4	12
1:00 AM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
2:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	1	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6	7
5:00 AM	7	9	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	9	16
6:00 AM	13	44	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	44	57
7:00 AM	31	196	227	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	196	227
8:00 AM	35	115	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	115	150
9:00 AM	22	61	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	61	83
10:00 AM	39	39	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	39	78
11:00 AM	42	55	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	55	97
12:00 PM	44	41	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	41	85
1:00 PM	42	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	43	85
2:00 PM	58	71	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	71	129
3:00 PM	60	52	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	52	112
4:00 PM	59	57	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	57	116
5:00 PM	79	57	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	57	136
6:00 PM	53	39	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	39	92
7:00 PM	41	25	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	25	66
8:00 PM	43	21	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	21	64
9:00 PM	24	16	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	16	40
10:00 PM	14	3	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	3	17
11:00 PM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
Total	725	965	1,690	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	725	965	1,690
Percent	43%	57%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43%	57%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	42	196	227	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	196	227
PM Peak	17:00	14:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	14:00	17:00
Vol.	79	71	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	71	136

1. Mid-week average includes data between Tuesday and Thursday.

Location: Carmel Avenue, Del Monte Boulevard to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 30

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
1:00 AM	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	1	8	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	8	9
4:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
5:00 AM	1	12	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	12	13
6:00 AM	16	52	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	52	68
7:00 AM	235	137	372	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	137	372
8:00 AM	128	183	311	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	183	311
9:00 AM	68	73	141	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	73	141
10:00 AM	74	70	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	70	144
11:00 AM	72	119	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	119	191
12:00 PM	107	94	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	94	201
1:00 PM	142	111	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	111	253
2:00 PM	183	203	386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	203	386
3:00 PM	174	171	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174	171	345
4:00 PM	192	146	338	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	146	338
5:00 PM	150	146	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	146	296
6:00 PM	103	101	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	101	204
7:00 PM	85	65	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	65	150
8:00 PM	54	34	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	34	88
9:00 PM	61	26	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	26	87
10:00 PM	29	17	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	17	46
11:00 PM	16	15	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	31
Total	1,905	1,799	3,704	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,905	1,799	3,704
Percent	51%	49%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51%	49%	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	235	183	372	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	183	372
PM Peak	16:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	14:00	14:00
Vol.	192	203	386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	203	386

1. Mid-week average includes data between Tuesday and Thursday.

Location: Carmel Avenue, California Avenue to Salinas Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 31

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	6	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	0	6
6:00 AM	7	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	1	8
7:00 AM	55	67	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	67	122
8:00 AM	30	57	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	57	87
9:00 AM	16	17	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	17	33
10:00 AM	15	14	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	14	29
11:00 AM	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
12:00 PM	18	14	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	14	32
1:00 PM	24	23	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	23	47
2:00 PM	37	85	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	85	122
3:00 PM	34	35	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	35	69
4:00 PM	20	43	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	43	63
5:00 PM	23	29	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	29	52
6:00 PM	15	16	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	16	31
7:00 PM	14	15	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	15	29
8:00 PM	6	9	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	9	15
9:00 PM	6	8	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	8	14
10:00 PM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	351	461	812	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	351	461	812
Percent	43%	57%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43%	57%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	55	67	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	67	122
PM Peak	14:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	14:00	14:00
Vol.	37	85	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	85	122

1. Mid-week average includes data between Tuesday and Thursday.

Location: Salinas Avenue, Carmel Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 32

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
5:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
6:00 AM	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	7	10
7:00 AM	8	22	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	22	30
8:00 AM	7	10	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	10	17
9:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
10:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
11:00 AM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
12:00 PM	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
1:00 PM	13	8	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	8	21
2:00 PM	18	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	30
3:00 PM	9	11	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	11	20
4:00 PM	13	11	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	11	24
5:00 PM	9	9	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	9	18
6:00 PM	6	11	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	11	17
7:00 PM	9	4	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	4	13
8:00 PM	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
9:00 PM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
10:00 PM	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
11:00 PM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
Total	127	137	264	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	137	264
Percent	48%	52%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	8	22	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	22	30
PM Peak	14:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	14:00	14:00
Vol.	18	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	30

1. Mid-week average includes data between Tuesday and Thursday.

Location: Paul Davis Drive, Healy Avenue to Marina Greens Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 33

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
3:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
4:00 AM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
5:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
6:00 AM	11	53	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	53	64
7:00 AM	32	42	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	42	74
8:00 AM	15	30	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	30	45
9:00 AM	16	20	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	20	36
10:00 AM	17	22	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	22	39
11:00 AM	16	11	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	11	27
12:00 PM	28	28	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	28	56
1:00 PM	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
2:00 PM	19	24	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	24	43
3:00 PM	23	16	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	16	39
4:00 PM	45	30	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	30	75
5:00 PM	48	14	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	14	62
6:00 PM	5	11	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	11	16
7:00 PM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
8:00 PM	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
9:00 PM	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	7
10:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
11:00 PM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
Total	311	346	657	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	311	346	657
Percent	47%	53%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47%	53%	
AM Peak	07:00	06:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	06:00	07:00
Vol.	32	53	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	53	74
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	48	30	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	30	75

1. Mid-week average includes data between Tuesday and Thursday.

Location: Patton Parkway, Marina High School to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 34

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
1:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
6:00 AM	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	7	10
7:00 AM	25	39	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	39	64
8:00 AM	73	100	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	100	173
9:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
10:00 AM	9	7	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	7	16
11:00 AM	20	8	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	8	28
12:00 PM	14	10	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	10	24
1:00 PM	20	14	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14	34
2:00 PM	27	14	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	14	41
3:00 PM	76	42	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	42	118
4:00 PM	15	12	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	12	27
5:00 PM	23	18	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	18	41
6:00 PM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
7:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
8:00 PM	12	2	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	2	14
9:00 PM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
10:00 PM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	357	304	661	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	357	304	661
Percent	54%	46%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54%	46%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	73	100	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	100	173
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	76	42	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	42	118

1. Mid-week average includes data between Tuesday and Thursday.

Location: Crescent Street, Patton Parkway to Reindollar Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 35

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
6:00 AM	5	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	9	14
7:00 AM	47	111	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	111	158
8:00 AM	195	212	407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	212	407
9:00 AM	22	25	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	25	47
10:00 AM	15	15	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	15	30
11:00 AM	17	16	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	16	33
12:00 PM	19	21	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	21	40
1:00 PM	21	26	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	26	47
2:00 PM	35	33	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	33	68
3:00 PM	116	94	210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	94	210
4:00 PM	41	32	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	32	73
5:00 PM	41	31	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	31	72
6:00 PM	24	22	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	22	46
7:00 PM	6	10	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	10	16
8:00 PM	12	6	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	6	18
9:00 PM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
10:00 PM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
11:00 PM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
Total	626	678	1,304	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	626	678	1,304
Percent	48%	52%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	195	212	407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	212	407
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	116	94	210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	94	210

1. Mid-week average includes data between Tuesday and Thursday.

Location: Vaughn Avenue, Reindollar Avenue to Carmel Avenue
Date Range: 12/12/2024 - 12/18/2024
Site Code: 36

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	0	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	0	5
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
5:00 AM	7	2	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	2	9
6:00 AM	5	22	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	22	27
7:00 AM	63	88	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	88	151
8:00 AM	105	171	276	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	171	276
9:00 AM	23	35	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	35	58
10:00 AM	30	33	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	33	63
11:00 AM	36	25	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	25	61
12:00 PM	31	30	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	30	61
1:00 PM	30	37	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	37	67
2:00 PM	66	58	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	58	124
3:00 PM	91	117	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	117	208
4:00 PM	62	54	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	54	116
5:00 PM	43	42	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	42	85
6:00 PM	34	36	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	36	70
7:00 PM	22	23	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	23	45
8:00 PM	18	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	30
9:00 PM	15	13	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	13	28
10:00 PM	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
11:00 PM	6	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	1	7
Total	703	812	1,515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	703	812	1,515
Percent	46%	54%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46%	54%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	105	171	276	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	171	276
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	91	117	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	117	208

1. Mid-week average includes data between Tuesday and Thursday.

Location: Seacrest Avenue, Carmel Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 37

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
1:00 AM	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
2:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
5:00 AM	15	11	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	11	26
6:00 AM	41	36	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	36	77
7:00 AM	87	80	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	80	167
8:00 AM	119	119	238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	119	238
9:00 AM	102	101	203	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	101	203
10:00 AM	100	111	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	111	211
11:00 AM	111	112	223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	111	112	223
12:00 PM	138	148	286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	148	286
1:00 PM	138	145	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	145	283
2:00 PM	155	171	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	171	326
3:00 PM	180	196	376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	196	376
4:00 PM	165	184	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	165	184	349
5:00 PM	190	193	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	190	193	383
6:00 PM	125	164	289	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	164	289
7:00 PM	89	131	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	131	220
8:00 PM	68	79	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	79	147
9:00 PM	42	54	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	54	96
10:00 PM	11	18	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	18	29
11:00 PM	13	15	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	15	28
Total	1,906	2,086	3,992	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,906	2,086	3,992
Percent	48%	52%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	119	119	238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	119	238
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	190	196	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	190	196	383

1. Mid-week average includes data between Tuesday and Thursday.

Location: Sunset Avenue, Reindollar Avenue to Carmel Avenue
Date Range: 12/12/2024 - 12/18/2024
Site Code: 38

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	12
1:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
4:00 AM	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11
5:00 AM	8	19	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	19	27
6:00 AM	28	61	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	61	89
7:00 AM	56	141	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	141	197
8:00 AM	105	142	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	142	247
9:00 AM	63	83	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	83	146
10:00 AM	69	82	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	82	151
11:00 AM	80	107	187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	107	187
12:00 PM	66	97	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	97	163
1:00 PM	65	92	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	92	157
2:00 PM	87	85	172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	85	172
3:00 PM	166	144	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	144	310
4:00 PM	120	110	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	110	230
5:00 PM	127	140	267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	140	267
6:00 PM	72	91	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	91	163
7:00 PM	44	49	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	49	93
8:00 PM	30	44	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	44	74
9:00 PM	34	40	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	40	74
10:00 PM	25	27	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	27	52
11:00 PM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
Total	1,273	1,581	2,854	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,273	1,581	2,854
Percent	45%	55%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45%	55%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	105	142	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	142	247
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	166	144	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	144	310

1. Mid-week average includes data between Tuesday and Thursday.

Location: Lake Drive, Palm Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 39

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
1:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
2:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
5:00 AM	11	15	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	15	26
6:00 AM	18	28	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	28	46
7:00 AM	39	82	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	82	121
8:00 AM	54	69	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	69	123
9:00 AM	28	44	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	44	72
10:00 AM	25	30	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	30	55
11:00 AM	47	42	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	42	89
12:00 PM	39	49	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	49	88
1:00 PM	42	39	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	39	81
2:00 PM	55	57	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	57	112
3:00 PM	63	64	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	64	127
4:00 PM	56	77	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	77	133
5:00 PM	54	66	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	66	120
6:00 PM	45	52	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	52	97
7:00 PM	41	34	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	34	75
8:00 PM	31	29	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	29	60
9:00 PM	20	16	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	36
10:00 PM	10	12	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	12	22
11:00 PM	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
Total	698	823	1,521	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	698	823	1,521
Percent	46%	54%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46%	54%	
AM Peak	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	54	82	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	82	123
PM Peak	15:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	16:00
Vol.	63	77	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	77	133

1. Mid-week average includes data between Tuesday and Thursday.

Location: Palm Avenue, Lake Drive to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 40

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	3	11	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	11	14
1:00 AM	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
2:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	8	0	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0	8
5:00 AM	28	6	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	6	34
6:00 AM	77	12	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	12	89
7:00 AM	173	64	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	64	237
8:00 AM	153	138	291	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	138	291
9:00 AM	70	41	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	41	111
10:00 AM	69	49	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	49	118
11:00 AM	101	100	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	100	201
12:00 PM	81	66	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	66	147
1:00 PM	80	75	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	75	155
2:00 PM	105	134	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	134	239
3:00 PM	110	144	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	144	254
4:00 PM	102	135	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	135	237
5:00 PM	90	133	223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	133	223
6:00 PM	63	88	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	88	151
7:00 PM	34	78	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	78	112
8:00 PM	29	72	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	72	101
9:00 PM	17	41	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	41	58
10:00 PM	18	29	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	29	47
11:00 PM	10	21	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	21	31
Total	1,433	1,445	2,878	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,433	1,445	2,878
Percent	50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	173	138	291	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	138	291
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	110	144	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	144	254

1. Mid-week average includes data between Tuesday and Thursday.

Location: Abrams Drive, Preston Drive to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 41

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	15	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	15	20
1:00 AM	6	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	1	7
2:00 AM	2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6	8
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	10	13
5:00 AM	10	16	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	16	26
6:00 AM	65	42	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	42	107
7:00 AM	70	131	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	131	201
8:00 AM	71	79	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	79	150
9:00 AM	54	83	137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	83	137
10:00 AM	48	73	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	73	121
11:00 AM	53	74	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	74	127
12:00 PM	55	91	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	91	146
1:00 PM	59	75	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	75	134
2:00 PM	69	100	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	100	169
3:00 PM	64	156	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	156	220
4:00 PM	70	142	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	142	212
5:00 PM	75	94	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	94	169
6:00 PM	57	67	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	67	124
7:00 PM	44	27	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	27	71
8:00 PM	44	41	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	41	85
9:00 PM	25	26	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	26	51
10:00 PM	17	14	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	14	31
11:00 PM	12	18	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	18	30
Total	978	1,382	2,360	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	978	1,382	2,360
Percent	41%	59%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41%	59%	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	71	131	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	131	201
PM Peak	17:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	15:00
Vol.	75	156	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	156	220

1. Mid-week average includes data between Tuesday and Thursday.

Location: Preston Drive, Abrams Drive to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 42

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
3:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
4:00 AM	4	10	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	10	14
5:00 AM	2	22	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	22	24
6:00 AM	7	65	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	65	72
7:00 AM	32	187	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	187	219
8:00 AM	36	88	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	88	124
9:00 AM	39	70	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	70	109
10:00 AM	30	52	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	52	82
11:00 AM	34	63	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	63	97
12:00 PM	39	64	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	64	103
1:00 PM	46	63	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	63	109
2:00 PM	60	82	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	82	142
3:00 PM	77	98	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	98	175
4:00 PM	103	91	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	91	194
5:00 PM	82	76	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	76	158
6:00 PM	79	65	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	65	144
7:00 PM	54	39	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	39	93
8:00 PM	51	28	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	28	79
9:00 PM	36	25	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	25	61
10:00 PM	29	17	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	17	46
11:00 PM	17	12	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	12	29
Total	874	1,236	2,110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	874	1,236	2,110
Percent	41%	59%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41%	59%	
AM Peak	09:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09:00	07:00	07:00
Vol.	39	187	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	187	219
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	103	98	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	98	194

1. Mid-week average includes data between Tuesday and Thursday.

Location: 3rd Avenue, Imjin Parkway to 8th Street
Date Range: 12/12/2024 - 12/18/2024
Site Code: 43

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
4:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
5:00 AM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
6:00 AM	25	12	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	12	37
7:00 AM	32	59	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	59	91
8:00 AM	23	40	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	40	63
9:00 AM	28	21	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	21	49
10:00 AM	29	28	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	28	57
11:00 AM	22	27	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	27	49
12:00 PM	27	28	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	28	55
1:00 PM	17	23	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	23	40
2:00 PM	30	37	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	37	67
3:00 PM	48	39	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	39	87
4:00 PM	38	44	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	44	82
5:00 PM	52	53	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	53	105
6:00 PM	28	34	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	34	62
7:00 PM	17	27	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	27	44
8:00 PM	9	17	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	17	26
9:00 PM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
10:00 PM	7	14	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	14	21
11:00 PM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
Total	453	528	981	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	453	528	981
Percent	46%	54%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46%	54%	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	32	59	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	59	91
PM Peak	17:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	52	53	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	53	105

1. Mid-week average includes data between Tuesday and Thursday.

Location: Abrams Drive, Imjin Pkwy (west) to Preston Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 44

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	12	0	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	0	12
1:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
2:00 AM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
3:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
4:00 AM	4	14	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	14	18
5:00 AM	2	22	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	22	24
6:00 AM	36	90	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	90	126
7:00 AM	46	178	224	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	178	224
8:00 AM	62	114	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	114	176
9:00 AM	57	65	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	65	122
10:00 AM	49	55	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	55	104
11:00 AM	64	70	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	70	134
12:00 PM	75	83	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	83	158
1:00 PM	68	71	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	71	139
2:00 PM	81	88	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	88	169
3:00 PM	156	109	265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	156	109	265
4:00 PM	174	73	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174	73	247
5:00 PM	147	85	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147	85	232
6:00 PM	100	58	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	58	158
7:00 PM	72	33	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	33	105
8:00 PM	71	25	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	25	96
9:00 PM	53	20	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	20	73
10:00 PM	37	14	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	14	51
11:00 PM	18	5	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	5	23
Total	1,388	1,279	2,667	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,388	1,279	2,667
Percent	52%	48%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	64	178	224	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	178	224
PM Peak	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	15:00
Vol.	174	109	265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174	109	265

1. Mid-week average includes data between Tuesday and Thursday.

Location: Marina Heights Drive, California Ave to Imjin Pkwy
Date Range: 12/10/2024 - 12/16/2024
Site Code: 45

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	6	4	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	4	10
1:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
2:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
4:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
5:00 AM	5	15	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	15	20
6:00 AM	21	44	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	44	65
7:00 AM	57	134	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	134	191
8:00 AM	89	123	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	123	212
9:00 AM	46	64	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	64	110
10:00 AM	44	60	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	60	104
11:00 AM	59	60	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	119
12:00 PM	81	86	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	86	167
1:00 PM	93	91	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	91	184
2:00 PM	98	100	198	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	100	198
3:00 PM	123	112	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	112	235
4:00 PM	110	87	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	87	197
5:00 PM	108	89	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	89	197
6:00 PM	86	60	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	60	146
7:00 PM	50	37	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	37	87
8:00 PM	36	19	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	19	55
9:00 PM	26	22	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	22	48
10:00 PM	16	15	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	31
11:00 PM	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	9	19
Total	1,168	1,239	2,407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,168	1,239	2,407
Percent	49%	51%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	
AM Peak	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	89	134	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	134	212
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	123	112	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	112	235

1. Mid-week average includes data between Tuesday and Thursday.

#	Street Name	Segment		Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Initial Recommended Speed Limit (MPH)	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)
		Limit 1	Limit 2									
26	California Avenue	Reindollar Avenue	Imjin Parkway	0.30	1.07	No	40	45	40	No	40	
27	California Avenue	Imjin Parkway	8th Street	0.00	1.07	No	30	28	30	No	30	
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	0.00	1.07	No	25	34	25	No	25	
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	0.00	1.07	No	30	33	25	No	25	-5
30	Carmel Avenue	Del Monte Boulevard	California Avenue	0.70	1.07	No	25	31	25	No	25	
31	Carmel Avenue	California Avenue	Salinas Avenue	0.00	1.07	No	25	29	25	No	25	
32	Salinas Avenue	Carmel Avenue	Reservation Road	0.00	1.07	No	25	24	25	No	25	
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	0.00	1.07	No	30	25	25	No	25	-5
34	Patton Parkway	Marina High School	California Avenue	2.30	1.07	Yes	40	41	35	No	35	-5
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	0.00	1.07	No	25	30	25	No	25	
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	0.00	1.07	No	25	29	25	No	25	
37	Seacrest Avenue	Carmel Avenue	Reservation Road	1.53	1.07	Yes	30	31.15	30	No	30	
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	0.00	1.07	No	25	31	25	No	25	
39	Lake Drive	Palm Avenue	Reservation Road	1.50	1.07	Yes	25	36	25	No	25	
40	Palm Avenue	Lake Drive	Del Monte Boulevard	0.00	1.07	No	25	28	25	No	25	
41	Abrams Drive	Preston Drive	Imjin Parkway	1.93	1.07	Yes	30	34	30	No	30	
42	Preston Drive	Abrams Drive	Imjin Parkway	0.00	1.07	No	30	29.15	30	No	30	
43	3rd Avenue	Imjin Parkway	8th Street	0.00	1.07	No	25	27	25	No	25	
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	0.00	1.07	No	25	35.15	30	No	30	5
45	Marina Heights Drive	California Avenue	Imjin Parkway	0.00	1.07	No	25	34	30	No	30	5
Notes												
1. Roadway segment was under construction at the time of speed data collection. Therefore, no recommendations are made for this segment												

May 2, 2025

Item No. **13b**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 6, 2025

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-,
APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH
RECOMMENDED SPEED LIMITS, AND; AUTHORIZE STAFF TO
REVIEW COMMENTS FROM CITY COUNCIL AND RETURN THE
SURVEY RECOMMENDATIONS FOR FINAL ACCEPTANCE ON MAY
20, 2025**

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and
2. Authorize staff to review comments from the City Council and return the Survey recommendations for final acceptance on May 20, 2025

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).

On November 20, 2024, the City entered into a Service Agreement with the on-call traffic engineering firm Kimley Horn to conduct and draft an Engineering and Traffic Survey. This Engineering and Traffic Survey (E&TS) is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina.

ANALYSIS:

Engineering and traffic surveys (E&TS) for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria are met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC)*.

In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

The California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety.

Previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The draft speed limit recommendations for the 45 roadway segments are summarized in "**EXHIBIT A**". The entire report has been attached as "**EXHIBIT B**".

At the regular meeting of May 1, 2025 the Public Works Commission received an information update on the 2025 Engineering & Traffic Survey. The Commission passed a 3 to 1 motion to recommend a further reduction of 5 mph for Street #4 (Del Monte – from Reservation to Beach) and to re-evaluate Streets #9 and 10 (Reservation – from Crescent to Salinas) for possibly a third segment between them.

FISCAL IMPACT:

The CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately \$300 per location and approximately \$800 per road marking location. The estimated cost for new speed limit signs and road markings will be generated once the final speed limits are adopted into the Municipal Code and financed from Gas Tax/Street Funds for signs & supplies.

CONCLUSION:

The recommendations in Exhibit A shall be brought back to Council on May 20th for proposed adoption into the City's Municipal Code Section 10.60. This request is submitted for City Council consideration and possible action.

Respectfully submitted,

Ismael Hernandez
Public Works Director
City of Marina

Layne P. Long
City Manager
City of Marina