

RESOLUTION NO. 2025-60

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH PROPOSED SPEED LIMIT REVISIONS, AND; AUTHORIZE A BUDGET APPROPRIATION OF \$10,000 OF GAS TAX/STREET FUND FOR SIGNS AND SUPPLIES, AND; AUTHORIZE THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES, AND; INTRODUCING ORDINANCE NO. 2025- FOR FIRST READING BY TITLE ONLY, AND WAIVING FURTHER READING, AMENDING SECTION 10.60.010 "SPEED LIMITS ESTABLISHED" OF CHAPTER 10.60 "SPEED LIMITS" OF TITLE 10 "VEHICLES AND TRAFFIC" OF THE MUNICIPAL CODE TO ADOPT PRIMA FACIE SPEED LIMITS PURSUANT TO ENGINEERING AND TRAFFIC SURVEY AND THE CALIFORNIA VEHICLE CODE (CVC)

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

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

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

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

WHEREAS, at the regular meeting of May 6, 2025, the City Council adopted Resolution No. 2025-38, 2025-38, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and authorize staff to review comments from the City Council and return the Survey recommendations for final acceptance on May 20, 2025, and;

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

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

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

WHEREAS, previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The draft speed limit recommendations for the 45 roadway segments are summarized in "**Exhibit A**". The entire report has been attached as "**Exhibit B**". To enforce the recommendations in Exhibit A, the City must adopted the revisions to the speed limits into Municipal Code section 10.60.010 "SPEED LIMITS ESTABLISHED", and;

WHEREAS, the comments collected from the Public Works Commission meeting of May 1<sup>st</sup> and the City Council meeting of May 6<sup>th</sup> have been compiled and summarized in "Exhibit C". It is important to note that the E&TS does not have supporting evidence to lower the recommended speed limits for Segment 44 (Abrams Drive – Imjin Parkway[West] to Preston Drive]) and Segment 45 (Marina Heights Drive – California to Imjin Parkway) from the initial recommended 30 MPH to the requested 25 MPH. Although the City could adopt the lower speed limit into its Municipal Code, the City may have difficulty defending the lower speed limit if it were to be challenged in Court, and;

WHEREAS, the CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately \$300 per location and approximately \$800 per road marking location. The estimated cost for new speed limit signs and road markings is \$10,000.00. Should the City Council approve this request, the City Finance Director will make all necessary accounting and budgetary entries to appropriate funding from Fiscal Year 2024-25, Gas Tax/Street Funds for signs & supplies, and;

WHEREAS, the adoption of the ordinance shall come back to the City Council at the next schedule meeting. Adoption of the Resolution and ordinance will allow for effective speed enforcement. This request is submitted for City Council consideration and possible action.

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

1. Approve the 2025 Engineering and Traffic Survey with proposed speed limit revisions, and;
2. Authorize a budget appropriation of \$10,000 of Gas Tax/Street Fund for signs and supplies, and;
3. Authorize the Finance Director to make necessary accounting and budgetary entries, and;
4. Introducing Ordinance No. 2025-, for first reading by title only and waive further reading, amending Section 10.60.010 "Speed Limits Established" of Chapter 10.60 "Speed Limits" of Title 10 "Vehicles and Traffic" to adopt prima facie speed limits pursuant to an engineering and traffic survey and the California Vehicle Code (CVC).

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

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

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ATTEST:

\_\_\_\_\_  
Liesbeth Visscher, Mayor Pro Tem

\_\_\_\_\_  
Anita Sharp, Deputy City Clerk

ORDINANCE NO. 2025-11

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA  
AMENDING SECTION 10.60.010 "SPEED LIMITS ESTABLISHED" OF  
CHAPTER 10.60 "SPEED LIMITS" OF TITLE 10 "VEHICLES AND TRAFFIC,"  
OF THE MUNICIPAL CODE TO ADOPT *PRIMA FACIE* SPEED LIMITS  
PURSUANT TO AN ENGINEERING AND TRAFFIC SURVEY AND THE  
CALIFORNIA VEHICLE CODE

WHEREAS, California Vehicle Code Sections 22357 and 22358 provide that local entities may declare *prima facie* speed limits of more than 25 miles per hour on City streets on the basis of an engineering and traffic survey; and

WHEREAS, THE California Vehicles Code Section 627 defines an engineering and traffic survey to include consideration of all of the following:

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

WHEREAS, the City of Marina has completed an engineering and traffic survey pursuant to California Vehicle Code Sections 22357 and 22358.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARINA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City of Marina is authorized to use radar enforcement of speed limits on local streets pursuant to the *prima facie* speed limits specified in the California Vehicle Code and on other streets if the speed limits established by the City are consistent with the results of an engineering and traffic survey conducted according to the standards set forth in the California Vehicle Code.

SECTION 2. The City Council of the City of Marina finds and declares that an Engineering and Traffic Survey has been completed in full compliance with the requirements of the California Vehicle Code.

SECTION 3 Based on the findings and recommendations of the Engineering and Traffic Survey, all Subsections of Section 10.60.010 entitled "Speed Limits Established" of Title 10, Chapter 10.60, of the Marina Municipal Code are amended, repealing in their entirety and replacing Subsections A through G and adding Subsections H through Y; to read in their entirety as follows:

"A. Reservation Road, as follows:

1. Thirty-five miles per hour from Dunes Drive to Beach Road;
2. Thirty miles per hour from Beach Road to Del Monte Blvd;
3. Thirty-five miles per hour from Del Monte Blvd to Crescent Ave;
4. Forty miles per hour from Crescent Ave to Salinas Ave;
5. Fifty miles per hour from Salinas Avenue to Imjin Parkway;
6. Fifty-five miles per hour from Imjin Parkway to Blanco Road.

- B. Del Monte Boulevard, as follows:
  - 1. Thirty-Five miles per hour from six hundred feet south of Reindollar Avenue to Reservation Road;
  - 2. Thirty miles per hour from Reservation Road to Beach Road;
  - 3. Forty miles per hour from Beach Road to Marina Greens Drive.
- C. Cardoza Avenue, as follows:
  - 1. Thirty miles per hour from Reservation Road to the end thereof, which is approximately six hundred feet north of Lakewood Drive.
- D. Carmel Avenue, as follows:
  - 1. Twenty-five miles per hour from Del Monte Boulevard to approximately 300 feet west of Everett Drive;
  - 2. The prima facie speed limit on Carmel Avenue from approximately 300 feet west of Everett Drive to Bostick Avenue shall be fifteen miles per hour when children are present;
  - 3. Twenty-five miles per hour from Bostick Avenue to Salinas Avenue.
- E. California Avenue, as follows:
  - 1. Thirty miles per hour from Reservation Road to Carmel Avenue;
  - 2. Twenty-five miles per hour from Carmel Avenue to Reindollar Avenue;
  - 3. Forty miles per hour from Reindollar Avenue to Imjin Parkway;
  - 4. Thirty miles per hour from Imjin Parkway to 8<sup>th</sup> Street.
- F. Crescent Avenue, as follows:
  - 1. Thirty miles per hour from Carmel Avenue to Reservation Road;
  - 2. Twenty-five miles per hour from Reservation Road to the end thereof, which is approximately two hundred fifty feet north of Quebrada Del Mar.
- G. Beach Road, as follows:
  - 1. Thirty miles per hour from Reservation Road to Del Monte Boulevard;
  - 2. Twenty-five miles per hour from Del Monte Boulevard to De Forest Road;
  - 3. The prima facie speed limit from Begonia Circle to Villa Circle shall be fifteen miles per hour when children are present.
- H. 2<sup>nd</sup> Avenue, as follows:
  - 1. Forty miles per hour from Divarty Street to 8<sup>th</sup> Street;
  - 2. Thirty-five miles per hour from 8<sup>th</sup> Street to Imjin Parkway.
- I. 3<sup>rd</sup> Avenue, as follows:
  - 1. Twenty-five miles per hour from 8<sup>th</sup> Street to Imjin Parkway.
- J. 8<sup>th</sup> Street, as follows:
  - 1. Twenty-five miles per hour from 2<sup>nd</sup> Avenue to 3<sup>rd</sup> Avenue;
  - 2. Thirty-five miles per hour from 5<sup>th</sup> Avenue/California Avenue to Inter-Garrison Road.

- K. 9<sup>th</sup> Street, as follows:
  - 1. Twenty-five miles per hour from 1<sup>st</sup> Avenue to 2<sup>nd</sup> Avenue.
- L. De Forest Road, as follows:
  - 1. Thirty miles per hour from Beach Road to Reservation Road.
- M. Reindollar Avenue, as follows:
  - 1. Twenty-five miles per hour from Del Monte Boulevard to California Avenue;
  - 2. Twenty-five miles per hour from California Avenue to Carmel Avenue.
- N. Lake Drive, as follows:
  - 1. Twenty-five miles per hour from Palm Avenue to Reservation Road.
- O. Palm Avenue, as follows:
  - 1. Twenty-five miles per hour from Lake Drive to Del Monte Boulevard.
- P. Salinas Avenue, as follows:
  - 1. Twenty-five miles per hour from Carmel Avenue to Reservation Road.
- Q. Paul Davis Drive, as follows:
  - 1. Twenty-five miles per hour from Healy Avenue to Marina Greens Drive.
- R. Seacrest Avenue, as follows:
  - 1. Thirty miles per hour from Carmel Avenue to Reservation Road.
- S. Sunset Avenue, as follows:
  - 1. Twenty-five miles per hour from Reindollar Avenue to Carmel Avenue.
- T. Vaughan Avenue, as follows:
  - 1. Twenty-five miles per hour from Reindollar Avenue to Carmel Avenue.
- U. Crescent Street, as follows:
  - 1. The prima facie speed limit from Patton Parkway to Reindollar Avenue shall be twenty-five miles per hour when children are present.
- V. Patton Parkway, as follows:
  - 1. The prima facie speed limit from End (Marina High School) to Crescent Street shall be twenty-five miles per hour when children are present;
  - 2. Thirty-five miles per hour from Crescent Street to California Avenue.
- W. Preston Drive, as follows:
  - 1. Thirty miles per hour from Abrams Drive to Imjin Parkway.
- X. Abrams Drive, as follows:
  - 1. Thirty miles per hour from Preston Drive to Imjin Parkway (East).
  - 2. **Thirty miles per hour from Preston Drive to Imjin Parkway (West).**

Y. Imjin Parkway, as follows:

1. Forty-five miles per hour from State Route 1 to California Avenue;
2. Fifty miles per hour from California Avenue to Reservation Road.

Z. Marina Heights Drive, as follows:

1. **Thirty miles per hour from California Avenue to Imjin Parkway.”**

SECTION 4. The *prima facie* speed limit for each portion of Reservation Road, Del Monte Boulevard, Cardoza Avenue, Carmel Avenue, California Avenue, Crescent Avenue, Beach Road, 2<sup>nd</sup> Avenue, 3<sup>rd</sup> Avenue, 8<sup>th</sup> Street, 9<sup>th</sup> Street, De Forest Road, Reindollar Avenue, Lake Drive, Palm Avenue, Salinas Avenue, Paul Davis Drive, Seacrest Avenue, Sunset Avenue, Vaughan Avenue, Crescent Street, Patton Parkway, Preston Drive, Abrams Drive, Imjin Parkway, and Marina Heights Drive set forth in Section 3 hereof, shall be as set forth therein when signs are erected giving notice thereof.

SECTION 5. Any provision of the Marina Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to the extent necessary to effect the provisions of this Ordinance.

SECTION 6. The City Council hereby declares it would have passed this ordinance sentence by sentence, paragraph by paragraph, and section by section, and does hereby declare that the provisions of this ordinance are severable and, if for any reason any sentence, paragraph or section of this ordinance shall be held invalid, such decision shall not affect the validity of the remaining parts of this ordinance.

SECTION 7. This ordinance shall take effect and be in force thirty (30) days from and after its final passage.

SECTION 8. Within fifteen (15) days after the passage of this ordinance, the City Clerk shall cause it to be posted in the three (3) public places designated by resolution of the City Council.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on June 3, 2025, and was passed and adopted at a regular meeting duly held on June 17, 2025, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ATTEST:

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Bruce C. Delgado, Mayor

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Anita Sharp, Deputy City Clerk

Marina Speed Study - Final Speed Limit Recommendations

EXHIBIT A TO STAFF REPORT

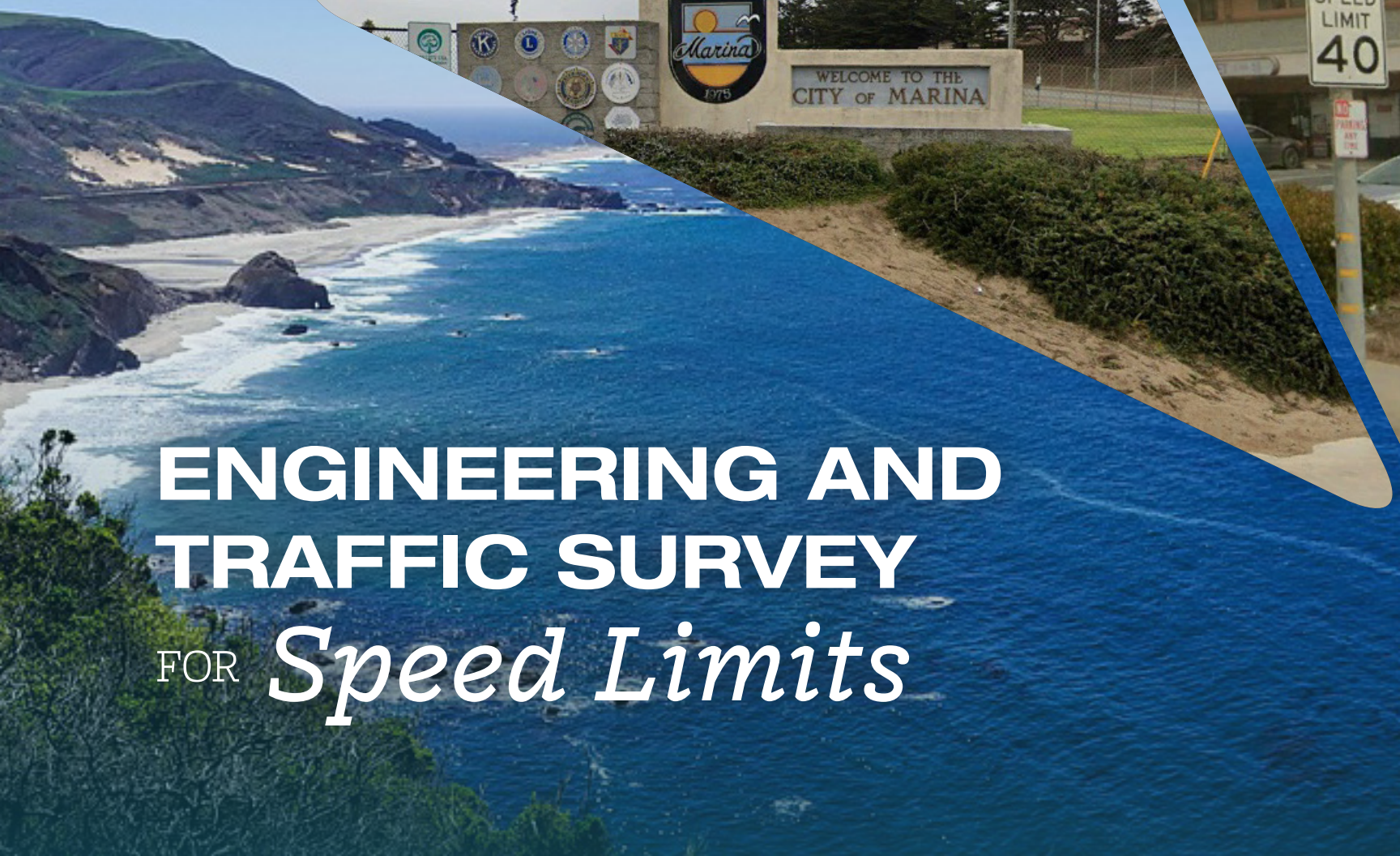
| #  | Street Name         | Segment               |                     | Segment Collision Rate (CR) | Expected Collision Rate (CR) | Segment CR > Expected CR | Posted Speed Limit (MPH) | 85th Percentile Speed (MPH) | Initial Recommended Speed Limit (MPH) | Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians | Draft Recommended Speed Limit (MPH) | Change Speed Limit (MPH) |
|----|---------------------|-----------------------|---------------------|-----------------------------|------------------------------|--------------------------|--------------------------|-----------------------------|---------------------------------------|----------------------------------------------------------------------------|-------------------------------------|--------------------------|
|    |                     | Limit 1               | Limit 2             |                             |                              |                          |                          |                             |                                       |                                                                            |                                     |                          |
| 1  | Imjin Parkway       | State Route 1         | California Avenue   | 0.83                        | 0.99                         | No                       | 50                       | 50                          | 50                                    | Yes                                                                        | 45                                  | -5                       |
| 2  | Imjin Parkway       | California Avenue     | Reservation Road    | 0.44                        | 1.07                         | No                       | 25                       | 39.15                       | N/A (See Note 1)                      | No                                                                         | N/A (See Note 1)                    |                          |
| 3  | Del Monte Boulevard | SR1/Reindollar Avenue | Reservation Road    | 0.41                        | 0.99                         | No                       | 40                       | 45.10                       | 40                                    | Yes                                                                        | 35                                  | -5                       |
| 4  | Del Monte Boulevard | Reservation Road      | Beach Road          | 0.00                        | 0.99                         | No                       | 40                       | 42                          | 35                                    | Yes                                                                        | 30                                  | -10                      |
| 5  | Del Monte Boulevard | Beach Road            | Marina Greens Drive | 0.00                        | 1.07                         | No                       | 40                       | 45.15                       | 40                                    | No                                                                         | 40                                  |                          |
| 6  | Reservation Road    | Dunes Drive           | Beach Road          | 0.00                        | 1.07                         | No                       | 35                       | 34                          | 35                                    | No                                                                         | 35                                  |                          |
| 7  | Reservation Road    | Beach Road            | Del Monte Boulevard | 0.46                        | 1.07                         | No                       | 30                       | 33.15                       | 30                                    | No                                                                         | 30                                  |                          |
| 8  | Reservation Road    | Del Monte Boulevard   | Crescent Avenue     | 0.69                        | 0.99                         | No                       | 35                       | 39                          | 35                                    | No                                                                         | 35                                  |                          |
| 9  | Reservation Road    | Crescent Avenue       | California Avenue   | 0.21                        | 0.99                         | No                       | 40                       | 43                          | 40                                    | No                                                                         | 40                                  |                          |
| 10 | Reservation Road    | California Avenue     | Salinas Avenue      | 0.00                        | 0.99                         | No                       | 45                       | 51                          | 45                                    | No                                                                         | 40                                  | -5                       |
| 11 | Reservation Road    | Salinas Avenue        | Imjin Parkway       | 0.50                        | 1.33                         | No                       | 55                       | 57                          | 55                                    | No                                                                         | 50                                  | -5                       |
| 12 | Reservation Road    | Imjin Parkway         | Blanco Road         | 0.39                        | 0.99                         | No                       | 55                       | 60.15                       | 55                                    | No                                                                         | 55                                  |                          |
| 13 | 8th Street          | 2nd Avenue            | 3rd Avenue          | 0.00                        | 1.07                         | No                       | 25                       | 32.60                       | 25                                    | No                                                                         | 25                                  |                          |
| 14 | 8th Street          | 5th Avenue            | Inter-Garrison Road | 0.00                        | 1.07                         | No                       | 40                       | 41                          | 35                                    | No                                                                         | 35                                  | -5                       |
| 15 | 9th Street          | 1st Avenue            | 2nd Avenue          | 0.00                        | 1.07                         | No                       | 30                       | 31                          | 25                                    | No                                                                         | 25                                  | -5                       |
| 16 | 2nd Avenue          | Divarty Street        | 8th Street          | 0.20                        | 1.07                         | No                       | 45                       | 46                          | 40                                    | No                                                                         | 40                                  | -5                       |
| 17 | 2nd Avenue          | 8th Street            | Imjin Parkway       | 0.27                        | 1.07                         | No                       | 35                       | 36                          | 35                                    | No                                                                         | 35                                  |                          |
| 18 | Beach Road          | Reservation Road      | Del Monte Boulevard | 2.03                        | 1.07                         | Yes                      | 35                       | 35                          | 30                                    | No                                                                         | 30                                  | -5                       |
| 19 | De Forest Road      | Beach Road            | Reservation Road    | 2.09                        | 1.07                         | Yes                      | 30                       | 36                          | 30                                    | No                                                                         | 30                                  |                          |
| 20 | Crescent Avenue     | Quebrada Del Mar      | Reservation Road    | 0.00                        | 1.07                         | No                       | 25                       | 32                          | 25                                    | No                                                                         | 25                                  |                          |
| 21 | Crescent Avenue     | Reservation Road      | Carmel 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                                                                         | 25                                  |                          |
| 26 | California Avenue   | Reindollar Avenue     | Imjin Parkway       | 0.30                        | 1.07                         | No                       | 40                       | 45                          | 40                                    | No                                                                         | 40                                  |                          |

Marina Speed Study - Final Speed Limit Recommendations

5/14/2025

| #                                                                                                                                       | Street Name                      | Segment              |                     | Segment Collision Rate (CR) | Expected Collision Rate (CR) | Segment CR > Expected CR | Posted Speed Limit (MPH) | 85th Percentile Speed (MPH) | Initial Recommended Speed Limit (MPH) | Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians | Draft Recommended Speed Limit (MPH) | Change Speed Limit (MPH) |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------|---------------------|-----------------------------|------------------------------|--------------------------|--------------------------|-----------------------------|---------------------------------------|----------------------------------------------------------------------------|-------------------------------------|--------------------------|
|                                                                                                                                         |                                  | Limit 1              | Limit 2             |                             |                              |                          |                          |                             |                                       |                                                                            |                                     |                          |
| 27                                                                                                                                      | California Avenue                | Imjin Parkway        | 8th Street          | 0.00                        | 1.07                         | No                       | 30                       | 28                          | 30                                    | No                                                                         | 30                                  |                          |
| 28                                                                                                                                      | Reindollar Avenue                | Del Monte Boulevard  | California Avenue   | 0.00                        | 1.07                         | No                       | 25                       | 34                          | 25                                    | No                                                                         | 25                                  |                          |
| 29                                                                                                                                      | Reindollar Avenue/Bostick Avenue | California Avenue    | Carmel 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 Street                  | 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                                                                         | 25                                  |                          |
| 45                                                                                                                                      | Marina Heights Drive             | California Avenue    | Imjin Parkway       | 0.00                        | 1.07                         | No                       | 25                       | 34                          | 30                                    | No                                                                         | 25                                  |                          |
| Notes                                                                                                                                   |                                  |                      |                     |                             |                              |                          |                          |                             |                                       |                                                                            |                                     |                          |
| 1. Roadway segment was under construction at the time of speed data collection. Therefore, no recommendations are made for this segment |                                  |                      |                     |                             |                              |                          |                          |                             |                                       |                                                                            |                                     |                          |

Prepared for:



# 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."<sup>1</sup>

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."<sup>2</sup>

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

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

<sup>2</sup> 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.”<sup>3</sup>

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

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<sup>3</sup> 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."<sup>4</sup>

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**.

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<sup>4</sup> 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 85<sup>th</sup> 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

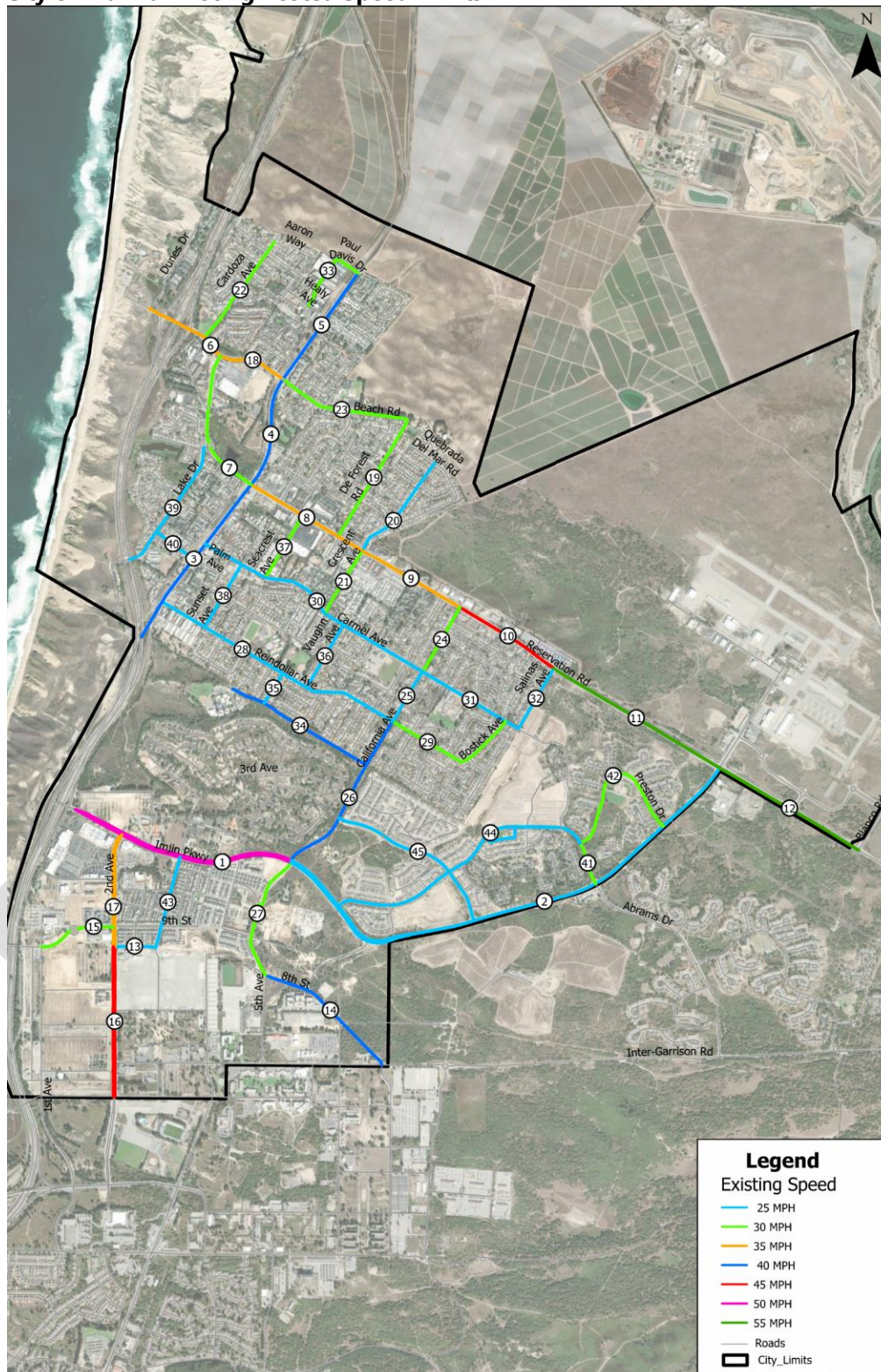
Forty-five (45) locations were evaluated by Kimley-Horn and included in this report. These roadway sections and limits of the sections are listed in **Table 1**. Also, Error! Reference source not found. shows the location of survey locations with their existing posted speed limits.

**Table 1: Survey Locations and Limits Evaluated**

| S. No. | Street              | Limit 1               | Limit 2             | Posted Speed Limit (mph) | 85 <sup>th</sup> 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 <sup>th</sup> Percentile Speed (mph) |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------|---------------------|--------------------------|-----------------------------------------|
| 29                                                                                                                                                                                            | Reindollar Avenue/Bostick Avenue | California Avenue    | Carmel Avenue       | 30                       | 33                                      |
| 30*                                                                                                                                                                                           | Carmel Avenue                    | Del Monte Boulevard  | California Avenue   | 25                       | 31                                      |
| 31*                                                                                                                                                                                           | Carmel Avenue                    | California Avenue    | Salinas Avenue      | 25                       | 29                                      |
| 32                                                                                                                                                                                            | Salinas Avenue                   | Carmel Avenue        | Reservation Road    | 25                       | 24                                      |
| 33                                                                                                                                                                                            | Paul Davis Drive                 | Healy Avenue         | Marina Greens Drive | 30                       | 25                                      |
| 34                                                                                                                                                                                            | Patton Parkway                   | Marina High School   | California Avenue   | 40                       | 41                                      |
| 35                                                                                                                                                                                            | Crescent Street                  | Patton Parkway       | Reindollar Avenue   | 25                       | 30                                      |
| 36*                                                                                                                                                                                           | Vaughan Avenue                   | Reindollar Avenue    | Carmel Avenue       | 25                       | 29                                      |
| 37                                                                                                                                                                                            | Seacrest Avenue                  | Carmel Avenue        | Reservation Road    | 30                       | 31.15                                   |
| 38                                                                                                                                                                                            | Sunset Avenue                    | Reindollar Avenue    | Carmel Avenue       | 25                       | 31                                      |
| 39*                                                                                                                                                                                           | Lake Drive                       | Palm Avenue          | Reservation Road    | 25                       | 36                                      |
| 40*                                                                                                                                                                                           | Palm Avenue                      | Lake Drive           | Del Monte Boulevard | 25                       | 28                                      |
| 41                                                                                                                                                                                            | Abrams Drive                     | Preston Drive        | Imjin Parkway       | 30                       | 34                                      |
| 42                                                                                                                                                                                            | Preston Drive                    | Abrams Drive         | Imjin Parkway       | 30                       | 29.15                                   |
| 43                                                                                                                                                                                            | 3rd Avenue                       | Imjin Parkway        | 8th Street          | 25                       | 27                                      |
| 44                                                                                                                                                                                            | Abrams Drive                     | Imjin Parkway (West) | Preston Drive       | 25                       | 35.15                                   |
| 45                                                                                                                                                                                            | Marina Heights Drive             | California Avenue    | Imjin Parkway       | 25                       | 34                                      |
| Notes:<br>*- No posted speed limit sign exists in the field. Existing posted speed limit is per City Resolution No. 2020-54<br>** - 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 existing 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. **85<sup>th</sup> Percentile Speed.** The Critical Speed, or the 85<sup>th</sup> 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. **50<sup>th</sup> Percentile Speed.** The Median Speed, or 50<sup>th</sup> 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 50<sup>th</sup> Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
4. **15<sup>th</sup> Percentile Speed.** The 15<sup>th</sup> 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 85<sup>th</sup>-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))"<sup>5</sup>.

Option:

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

Table 2B-104 (CA) in the MUTCD shows an example of rounding and additional speed reduction<sup>6</sup>.

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.

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

<sup>6</sup> 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 Street                  | Patton Parkway        | Reindollar Avenue   |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 36 | Vaughan Avenue                   | Reindollar Avenue     | Carmel Avenue       |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 37 | Seacrest Avenue                  | Carmel Avenue         | Reservation Road    |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     | 1   |     |     | 1     | 1                           |
| 38 | Sunset Avenue                    | Reindollar Avenue     | Carmel Avenue       |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |



| #                                                                                                                     | Street Name          | Limit 1              | Limit 2             | 2020 |     |     |     |     |       | 2021 |     |     |     |     |       | 2022 |     |     |     |     |       | 2020, 2021, 2022 Collisions |
|-----------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|---------------------|------|-----|-----|-----|-----|-------|------|-----|-----|-----|-----|-------|------|-----|-----|-----|-----|-------|-----------------------------|
|                                                                                                                       |                      |                      |                     | PDO  | COP | VIS | SEV | FAT | TOTAL | PDO  | COP | VIS | SEV | FAT | TOTAL | PDO  | COP | VIS | SEV | FAT | TOTAL |                             |
| 39                                                                                                                    | Lake Drive           | Palm Avenue          | Reservation Road    |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 40                                                                                                                    | Palm Avenue          | Lake Drive           | Del Monte Boulevard |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 41                                                                                                                    | Abrams Drive         | Preston Drive        | Imjin Parkway       |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 42                                                                                                                    | Preston Drive        | Abrams Drive         | Imjin Parkway       |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 43                                                                                                                    | 3rd Avenue           | Imjin Parkway        | 8th Street          |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 44                                                                                                                    | Abrams Drive         | Imjin Parkway (West) | Preston Drive       |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| 45                                                                                                                    | Marina Heights Drive | California Avenue    | Imjin Parkway       |      |     |     |     |     | 0     |      |     |     |     |     | 0     |      |     |     |     |     | 0     | 0                           |
| Notes:<br>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 Street                  | Patton Parkway        | Reindollar Avenue   | 0                           | 1,304       | 528           | 0.1           | 0.00       | 1.07        | No                        |
| 36 | Vaughan Avenue                   | Reindollar Avenue     | Carmel Avenue       | 0                           | 1,515       | 1,584         | 0.3           | 0.00       | 1.07        | No                        |
| 37 | Seacrest Avenue                  | Carmel Avenue         | Reservation Road    | 1                           | 3,992       | 1,584         | 0.3           | 1.53       | 1.07        | Yes                       |
| 38 | Sunset Avenue                    | Reindollar Avenue     | Carmel Avenue       | 0                           | 2,854       | 528           | 0.1           | 0.00       | 1.07        | No                        |
| 39 | Lake Drive                       | Palm Avenue           | Reservation Road    | 0                           | 1,521       | 2,112         | 0.4           | 1.50       | 1.07        | Yes                       |



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

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### 3.0 RESULTS AND RECOMMENDATIONS

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

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



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.<br><br>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.<br><br>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.<br><br>Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, vulnerable population, and crash severity. Therefore it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 35 mph. |
| 4 | Del Monte Boulevard | Reservation Road      | Beach Road        | 40                       | 42                          | 0.00                        | 0.99                         | No                       | Yes                                                                        | 30                                  | -10                      | Del Monte Boulevard between Reservation Road and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 42 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.<br><br>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             |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|   |                     |             |                     |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>speed.</p> <p>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.</p> <p>Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, and vulnerable population. Therefore, it is recommended that the resulting 85<sup>th</sup> percentile speed is further reduced by 5 mph to 30 mph</p> <p>The existing posted speed limit of 40 mph is reduced to 30 mph.</p>                                                                                                                                                                                                                                                                                                                            |
| 5 | Del Monte Boulevard | Beach Road  | Marina Greens Drive | 40                       | 45.15                       | 0.00                        | 1.07                         | No                       | No                                                                         | 40                                  |                          | <p>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.</p> <p>The presence of on-street parking , bike route, and multiple driveways justify further reducing the observed 85th percentile speed.</p> <p>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.</p> |
| 6 | Reservation Road    | Dunes Drive | Beach Road          | 35                       | 34                          | 0.00                        | 1.07                         | No                       | No                                                                         | 35                                  |                          | <p>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.</p> <p>The presence of on-street parking , Class II bike lanes, and vertical/horizontal curves justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>                   |



| # | Street Name      | Segment             |                     | Posted Speed Limit (MPH) | 85th Percentile Speed (MPH) | Segment Collision Rate (CR) | Expected Collision Rate (CR) | Segment CR > Expected CR | Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians | Draft Recommended Speed Limit (MPH) | Change Speed Limit (MPH) | Justifications                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---|------------------|---------------------|---------------------|--------------------------|-----------------------------|-----------------------------|------------------------------|--------------------------|----------------------------------------------------------------------------|-------------------------------------|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                  | Limit 1             | Limit 2             |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7 | Reservation Road | Beach Road          | Del Monte Boulevard | 30                       | 33.15                       | 0.46                        | 1.07                         | No                       | No                                                                         | 30                                  |                          | <p>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.</p> <p>The presence of Class II bike lanes, uncontrolled crosswalks, driveways, and horizontal curves justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p> |
| 8 | Reservation Road | Del Monte Boulevard | Crescent Avenue     | 35                       | 39                          | 0.69                        | 0.99                         | No                       | No                                                                         | 35                                  |                          | <p>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.</p> <p>The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>       |
| 9 | Reservation Road | Crescent Avenue     | California Avenue   | 40                       | 43                          | 0.21                        | 0.99                         | No                       | No                                                                         | 40                                  |                          | <p>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.</p> <p>The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>         |

| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|    |                  | Limit 1           | Limit 2        |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 | Reservation Road | California Avenue | Salinas Avenue | 45                       | 51                          | 0.00                        | 0.99                         | No                       | No                                                                         | 40                                  | -5                       | <p>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.</p> <p>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.</p> <p>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.</p> <p>The land use characteristics changes from vacant land (i.e., along Roadway Segment No. 11: Reservation Road – From Salinas to Imjin Parkway) to industrial/residential adjacent to this segment. The resulting speed limit of 45 mph is still more than is reasonable or safe per City staff. It is recommended that the City adopt a lower speed limit by ordinance to 40 mph, a 5-mph reduction in speed limit.</p> <p>The existing posted speed limit of 45 mph is reduced to 40 mph.</p> |
| 11 | Reservation Road | Salinas Avenue    | Imjin Parkway  | 55                       | 57                          | 0.50                        | 1.33                         | No                       | No                                                                         | 50                                  | -5                       | <p>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.</p> <p>Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 50 mph, in compliance with CVC Section 627 and 22358.5.</p> <p>The existing posted speed limit of 55 mph is reduced to 50 mph.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12 | Reservation Road | Imjin Parkway     | Blanco Road    | 55                       | 60.15                       | 0.39                        | 0.99                         | No                       | No                                                                         | 55                                  |                          | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|    |             | Limit 1    | Limit 2             |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|    |             |            |                     |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>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.</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13 | 8th Street  | 2nd Avenue | 3rd Avenue          | 25                       | 32.60                       | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.</p> |
| 14 | 8th Street  | 5th Avenue | Inter-Garrison Road | 40                       | 41                          | 0.00                        | 1.07                         | No                       | No                                                                         | 35                                  | -5                       | <p>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.</p> <p>The presence of driveways, limited visibility, and horizontal curve further justify reducing the resulting 85th percentile speed.</p> <p>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.</p>       |
| 15 | 9th Street  | 1st Avenue | 2nd Avenue          | 30                       | 31                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  | -5                       | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|    |             | Limit 1        | Limit 2       |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|    |             |                |               |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>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.</p> <p>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.</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16 | 2nd Avenue  | Divarty Street | 8th Street    | 45                       | 46                          | 0.20                        | 1.07                         | No                       | No                                                                         | 40                                  | -5                       | <p>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.</p> <p>2<sup>nd</sup> Avenue from 8<sup>th</sup> 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.</p> <p>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.</p> |
| 17 | 2nd Avenue  | 8th Street     | Imjin Parkway | 35                       | 36                          | 0.27                        | 1.07                         | No                       | No                                                                         | 35                                  |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing</p>                                                                                                                                                                                                                                                                    |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|    |                 | Limit 1          | Limit 2             |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|    |                 |                  |                     |                          |                             |                             |                              |                          |                                                                            |                                     |                          | posted speed limit of 35 mph is retained.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 18 | Beach Road      | Reservation Road | Del Monte Boulevard | 35                       | 35                          | 2.03                        | 1.07                         | Yes                      | No                                                                         | 30                                  | -5                       | <p>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.</p> <p>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 85<sup>th</sup> 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 85<sup>th</sup> 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.</p> |
| 19 | De Forest Road  | Beach Road       | Reservation Road    | 30                       | 36                          | 2.09                        | 1.07                         | Yes                      | No                                                                         | 30                                  |                          | <p>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.</p> <p>The presence of uncontrolled crosswalk, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.</p> <p>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.</p>                                                                                                           |
| 20 | Crescent Avenue | Quebrada Del Mar | Reservation Road    | 25                       | 32                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|    |                 | Limit 1             | Limit 2         |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|    |                 |                     |                 |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>speed limit.</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 21 | Crescent Avenue | Reservation Road    | Carmel Avenue   | 30                       | 36                          | 0.86                        | 1.07                         | No                       | No                                                                         | 30                                  |                          | <p>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.</p> <p>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.</p> <p>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.</p> |
| 22 | Cardoza Avenue  | Reservation Road    | Aaron Way (End) | 30                       | 35                          | 0.00                        | 1.07                         | No                       | No                                                                         | 30                                  |                          | <p>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.</p> <p>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 85<sup>th</sup> percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 30 mph is retained.</p>                                                                                                                                                                                                               |
| 23 | Beach Road      | Del Monte Boulevard | De Forest Road  | 30                       | 28                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  | -5                       | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|    |                   | Limit 1           | Limit 2           |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|    |                   |                   |                   |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>The presence of elementary school, multiple driveways, and horizontal curves justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 24 | California Avenue | Reservation Road  | Carmel Avenue     | 30                       | 37                          | 0.52                        | 1.07                         | No                       | No                                                                         | 30                                  |                          | <p>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.</p> <p>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.</p> <p>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.</p>                                                     |
| 25 | California Avenue | Carmel Avenue     | Reindollar Avenue | 25                       | 32                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>The presence of on-street parking, Class II bike lanes, residential land uses, vertical curve, and residential land use justify reducing the 85th percentile speed limit.</p> <p>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..</p> <p>The existing posted speed limit of 25 mph is retained.</p> |
| 26 | California Avenue | Reindollar Avenue | Imjin Parkway     | 40                       | 45                          | 0.30                        | 1.07                         | No                       | No                                                                         | 40                                  |                          | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|    |                                  | Limit 1             | Limit 2           |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|    |                                  |                     |                   |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>is lower than the expected collision rate for similar facilities statewide.</p> <p>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 85<sup>th</sup> percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 40 mph is retained.</p>                                                                                                                                                                                                                                                                                                                                                                         |
| 27 | California Avenue                | Imjin Parkway       | 8th Street        | 30                       | 28                          | 0.00                        | 1.07                         | No                       | No                                                                         | 30                                  |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.</p>                     |
| 28 | Reindollar Avenue                | Del Monte Boulevard | California Avenue | 25                       | 34                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.</p> |
| 29 | Reindollar Avenue/Bostick Avenue | California Avenue   | Carmel Avenue     | 30                       | 33                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  | -5                       | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|    |                | Limit 1             | Limit 2           |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|    |                |                     |                   |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>rate for similar facilities statewide.</p> <p>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.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 30 | Carmel Avenue  | Del Monte Boulevard | California Avenue | 25                       | 31                          | 0.70                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>The presence of on-street parking, multiple driveways, vertical curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.</p> <p>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.</p> |
| 31 | Carmel Avenue  | California Avenue   | Salinas Avenue    | 25                       | 29                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>The presence of on-street parking, multiple driveways, uncontrolled crosswalk, and vertical curve justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>                                        |
| 32 | Salinas Avenue | Carmel Avenue       | Reservation Road  | 25                       | 24                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|    |                  | Limit 1            | Limit 2             |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|    |                  |                    |                     |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.</p>                                                                                                                                                                                                                                                                                                              |
| 33 | Paul Davis Drive | Healy Avenue       | Marina Greens Drive | 30                       | 25                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  | -5                       | <p>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.</p> <p>Presence of on-street parking, multiple driveways, and horizontal curves justifies lowering the speed limit. It is recommended that the observed 85<sup>th</sup> percentile speed limit of 25 mph is adopted for this segment.</p>                                                                                                                                                                                                                                                                                              |
| 34 | Patton Parkway   | Marina High School | California Avenue   | 40                       | 41                          | 2.30                        | 1.07                         | Yes                      | No                                                                         | 35                                  | -5                       | <p>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.</p> <p>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.</p> <p>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.</p> |
| 35 | Crescent Street  | Patton Parkway     | Reindollar Avenue   | 25                       | 30                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|    |                 | Limit 1           | Limit 2          |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|    |                 |                   |                  |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>rate for similar facilities statewide.</p> <p>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 85<sup>th</sup> percentile speed, if no further reductions are used.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 36 | Vaughan Avenue  | Reindollar Avenue | Carmel Avenue    | 25                       | 29                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>The presence of on-street parking, multiple driveways, and vertical curve justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>               |
| 37 | Seacrest Avenue | Carmel Avenue     | Reservation Road | 30                       | 31.15                       | 1.53                        | 1.07                         | Yes                      | No                                                                         | 30                                  |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.</p> |
| 38 | Sunset Avenue   | Reindollar Avenue | Carmel Avenue    | 25                       | 31                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|    |              | Limit 1       | Limit 2             |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|    |              |               |                     |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>similar facilities statewide.</p> <p>The presence of on-street parking, vertical curve, and residential/commercial land uses justify reducing the 85th percentile speed limit.</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 39 | Lake Drive   | Palm Avenue   | Reservation Road    | 25                       | 36                          | 1.50                        | 1.07                         | Yes                      | No                                                                         | 25                                  |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.</p>                                                                                   |
| 40 | Palm Avenue  | Lake Drive    | Del Monte Boulevard | 25                       | 28                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>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.</p> <p>The presence of on-street parking, multiple driveways, vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p> |
| 41 | Abrams Drive | Preston Drive | Imjin Parkway       | 30                       | 34                          | 1.93                        | 1.07                         | Yes                      | No                                                                         | 30                                  |                          | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



| #  | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|    |               | Limit 1       | Limit 2       |                          |                             |                             |                              |                          |                                                                            |                                      |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|    |               |               |               |                          |                             |                             |                              |                          |                                                                            |                                      |                          | <p>mph..</p> <p>Higher than the expected collision rate, presence of horizontal and vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 42 | Preston Drive | Abrams Drive  | Imjin Parkway | 30                       | 29.15                       | 0.00                        | 1.07                         | No                       | No                                                                         | 30                                   |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.</p> |
| 43 | 3rd Avenue    | Imjin Parkway | 8th Street    | 25                       | 27                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                   |                          | <p>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.</p> <p>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&amp;TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.</p>      |
| 44 | Abrams Drive  | Imjin Parkway | Preston Drive | 25                       | 35.15                       | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                   |                          | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

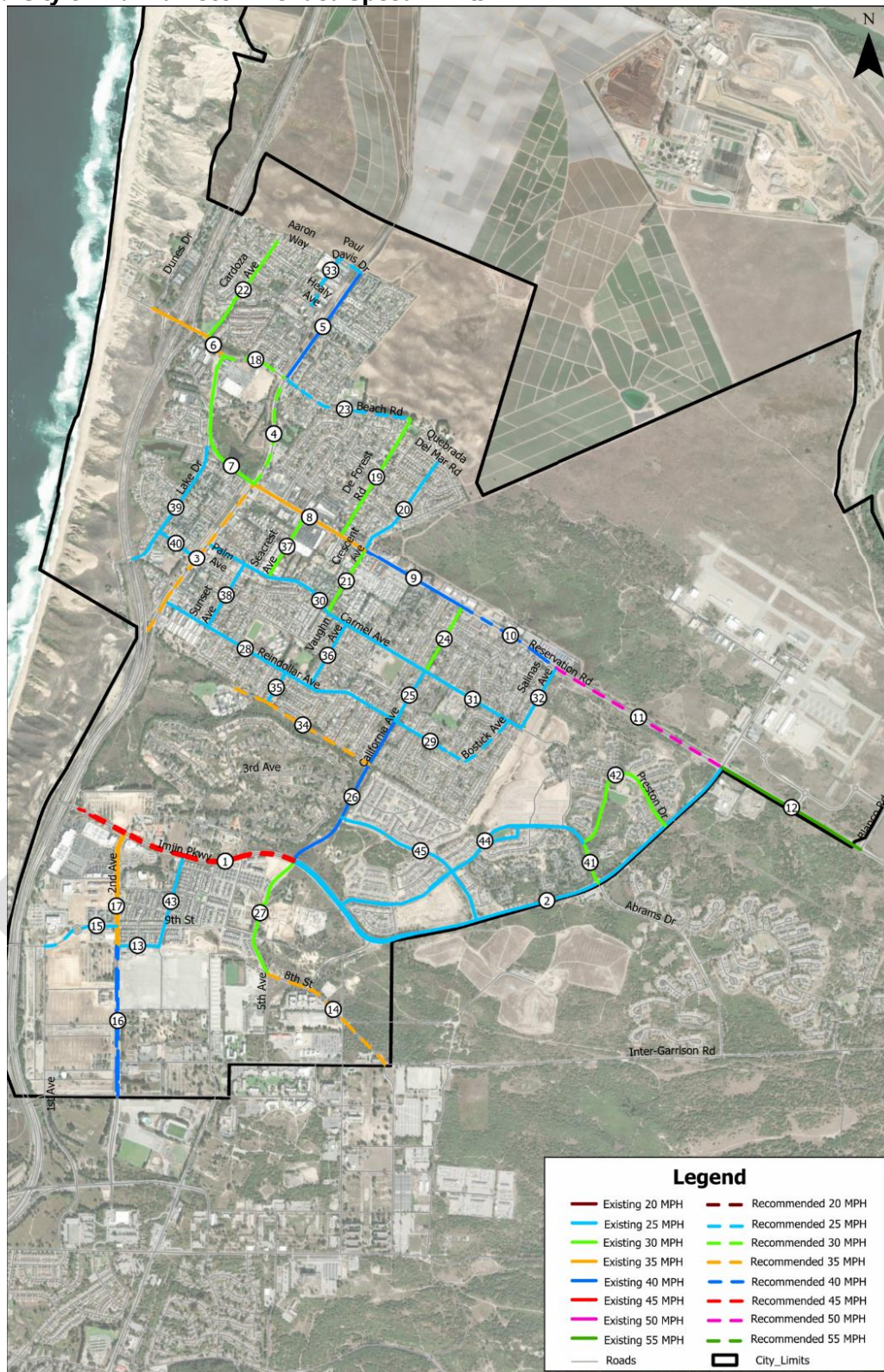


| #  | Street Name          | Segment           |               | Posted Speed Limit (MPH) | 85th Percentile Speed (MPH) | Segment Collision Rate (CR) | Expected Collision Rate (CR) | Segment CR > Expected CR | Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians | Draft Recommended Speed Limit (MPH) | Change Speed Limit (MPH) | Justifications                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|    |                      | Limit 1           | Limit 2       |                          |                             |                             |                              |                          |                                                                            |                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|    |                      | (West)            |               |                          |                             |                             |                              |                          |                                                                            |                                     |                          | <p>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.</p> <p>The presence of on-street parking , Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed.</p> <p>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.</p> <p>The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.</p> <p>It should be noted that this segment was not included in the previous 'Engineering &amp; Traffic Survey (E&amp;TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used.</p> <p>The existing posted speed limit of 25 mph is retained.</p>                   |
| 45 | Marina Heights Drive | California Avenue | Imjin Parkway | 25                       | 34                          | 0.00                        | 1.07                         | No                       | No                                                                         | 25                                  |                          | <p>Marina Heights Drive between California Avenue and Imjin Pakrway is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.</p> <p>The presence of on-street parking , Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed.</p> <p>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<sup>th</sup> percentile speed, if no further reductions are used.</p> <p>The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.</p> <p>It should be noted that this segment was not included in the previous 'Engineering &amp; Traffic Survey (E&amp;TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current</p> |



| #                                                                                                                               | 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 |                          |                             |                             |                              |                          |                                                                            |                                      |                          |                                                                                                                                 |
|                                                                                                                                 |             |         |         |                          |                             |                             |                              |                          |                                                                            |                                      |                          | speed limit or restore immediately prior speed limit, cannot be used.<br>The existing posted speed limit of 25 mph is retained. |
| <div>Notes:</div> <div>1. None. Imjin Parkway from California Avenue to Reservation Road is currently under construction.</div> |             |         |         |                          |                             |                             |                              |                          |                                                                            |                                      |                          |                                                                                                                                 |

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.

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## Cal. Veh. Code § 22352

### Section 22352 - Prima facie limits

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

**(a)** Fifteen miles per hour:

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

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

**(3)** On any alley.

**(b)** Twenty-five miles per hour:

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

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

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

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

*Ca. Veh. Code § 22352*

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

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

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

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## Cal. Veh. Code § 22358.6

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

- (a) The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.
- (b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.
- (c) In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).
- (d) In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.
- (e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.
- (f) Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

*Ca. Veh. Code § 22358.6*

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

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

## 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.

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## Cal. Veh. Code § 627

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- (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.

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**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:**

<sup>01</sup> **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.**

<sup>02</sup> **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.**

<sup>03</sup> **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.**

<sup>04</sup> **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.**

<sup>05</sup> **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:**

<sup>06</sup> 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.

<sup>07</sup> 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:**

<sup>08</sup> ~~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:**

<sup>09</sup> *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.*

<sup>10</sup> *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.*

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

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

## **CVC Section 22358.6 – 85<sup>th</sup>-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction**

**Standard:**

<sup>12a</sup> **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 85<sup>th</sup>-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup>-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 85<sup>th</sup>-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

**Standard:**

<sup>12b</sup> 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).

<sup>12c</sup> 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 85<sup>th</sup>-percentile speed. Refer to CVC Section 22358.6(e).

**Support:**

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

<sup>12e</sup> 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:**

<sup>12f</sup> 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:**

<sup>12g</sup> CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

<sup>12h</sup> 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:**

<sup>12i</sup> 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

<sup>12j</sup> 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.

<sup>12k</sup> 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:**

<sup>12l</sup> 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:

<sup>12m</sup> 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:**

<sup>12n</sup> **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.**

<sup>12o</sup> **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:

<sup>12p</sup> 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:**

<sup>12q</sup> **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.**

<sup>12r</sup> **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:*

<sup>12s</sup> *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:

<sup>12t</sup> 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.

<sup>12u</sup> To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

**Standard:**

<sup>12v</sup> **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

<sup>12w</sup> 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:**

<sup>12x</sup> **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:

<sup>12y</sup> 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:**

<sup>12z</sup> **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:

<sup>12aa</sup> 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:**

<sup>12ab</sup> **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:

<sup>12ac</sup> 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.

<sup>12ad</sup> Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

**Standard:**

<sup>12ae</sup> **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:

<sup>12af</sup> 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:**

<sup>12ag</sup> **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.**

<sup>12ah</sup> **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:

<sup>12ai</sup> 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.

<sup>12aj</sup> 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:**

<sup>12ak</sup> **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).**

<sup>13</sup> *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 85<sup>th</sup>-percentile speed.*

**Support:**

<sup>14</sup> 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:**

<sup>15</sup> *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:**

<sup>16</sup> 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.

<sup>17</sup> 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.

<sup>18</sup> 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.

<sup>19</sup> 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:**

<sup>20</sup> *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:**

<sup>21</sup> 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.

<sup>22</sup> 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.

<sup>23</sup> 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:**

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

**Standard:**

<sup>25</sup> **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:*

<sup>26</sup> *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.*

<sup>27</sup> *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:*

<sup>28</sup> *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:*

<sup>29</sup> *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.*

<sup>30</sup> *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 85<sup>th</sup> 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.

<sup>31</sup> 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.

<sup>32</sup> 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:*

<sup>33</sup> *The establishment of a speed limit of more than 5 mph below the 85<sup>th</sup> percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85<sup>th</sup> 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:*

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

<sup>35</sup> Speed limits are established at or near the 85<sup>th</sup> percentile speed, which is defined as that speed at or below which 85<sup>th</sup> percent of the traffic is moving. The 85<sup>th</sup> 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 85<sup>th</sup> percentile are not generally considered reasonable and prudent. Speed limits below the 85<sup>th</sup> 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 85<sup>th</sup> 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.

<sup>36</sup> The majority of drivers comply with the basic speed law. Speed limits set at or near the 85<sup>th</sup> 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 85<sup>th</sup> percentile (Critical Speed) generally results in an increase in collision rates.

*Option:*

<sup>37</sup> 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 85<sup>th</sup> percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

*Guidance:*

<sup>38</sup> *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 <sup>th</sup> -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 <sup>th</sup> -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

EXHIBIT B

1

**STREET:** Imjin Parkway

**FROM:** State Route 1

**SURVEY DATE:** 12/5/2024

**TO:** California Avenue

### SPEED DATA

|                                           |                                       |                                |              |
|-------------------------------------------|---------------------------------------|--------------------------------|--------------|
| <b>Location of Speed Survey</b>           | 450 ft West of Imjin Pkwy and 3rd Ave | <b>Posted Speed Limit</b>      | 50 MPH       |
| <b>Time of Speed Survey</b>               | 11:22 AM - 12:00 PM                   | <b>Recommended Speed Limit</b> | 45 MPH       |
| <b>50th Percentile Speed (Mean Speed)</b> | 46.5 MPH                              | <b>Speed Limit Change</b>      | Reduced by 5 |
| <b>85th Percentile Speed</b>              | 50 MPH                                |                                |              |
| <b>10 mph Pace Speed</b>                  | 42 - 51 MPH                           |                                |              |
| <b>Percentage of Vehicles in Pace</b>     | 83.0%                                 |                                |              |
| <b>Number of Survey Samples</b>           | 100                                   |                                |              |

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 21   |
| <b>Collision Rate (ACC/MVM)</b>      | 0.83 |
| <b>Expected Collisions (ACC/MVM)</b> | 0.99 |

### TRAFFIC FACTORS

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

### ROADWAY CHARACTERISTICS

|                                |                                                |
|--------------------------------|------------------------------------------------|
| <b>Length of Segment</b>       | 0.9 mi                                         |
| <b>Width</b>                   | 70 ft (Approx.)                                |
| <b>Number of Lanes</b>         | EB-2      WB-2                                 |
| <b>Street Classification</b>   | 4-Lane Expressway                              |
| <b>Divided Median?</b>         | Yes                                            |
| <b>Designated Bike Route?</b>  | No                                             |
| <b>Bike Lanes?</b>             | Yes (Class II)                                 |
| <b>Uncontrolled Crosswalks</b> | No                                             |
| <b>On-Street Parking?</b>      | No                                             |
| <b>Sidewalks?</b>              | Yes                                            |
| <b>Driveways?</b>              | Few                                            |
| <b>Vertical Curve</b>          | No                                             |
| <b>Horizontal Curve</b>        | Yes                                            |
| <b>Visibility</b>              | Good                                           |
| <b>Pavement Condition</b>      | Fair                                           |
| <b>Adjacent Land Use</b>       | 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**SURVEY DATE:** 12/19/2024**FROM:** California Ave**TO:** Reservation Road**SPEED DATA**

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 20   |
| <b>Collision Rate (ACC/MVM)</b>      | 0.44 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

|                                |                                          |
|--------------------------------|------------------------------------------|
| <b>Average Daily Traffic</b>   | 20,534                                   |
| <b>Type of Traffic Control</b> | Stop controlled at Abrams Dr and 3rd Ave |
| <b>Pedestrian Traffic</b>      | Low                                      |
| <b>Truck Traffic</b>           | Low                                      |

**ROADWAY CHARACTERISTICS**

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

**COMMENTS & JUSTIFICATION**

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

# CITY OF MARINA

## ENGINEERING AND TRAFFIC SURVEY

3

**STREET:** Del Monte Boulevard**SURVEY DATE:** #####**FROM:** SR1/Reindollar Ave**TO:** Reservation Road**SPEED DATA**

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 9    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.41 |
| <b>Expected Collisions (ACC/MVM)</b> | 0.99 |

**TRAFFIC FACTORS**

|                                |                                                             |          |
|--------------------------------|-------------------------------------------------------------|----------|
| <b>Average Daily Traffic</b>   | 22,304                                                      | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Cypress Ave, Carmel Ave, and Mortimer Ln |          |
| <b>Pedestrian Traffic</b>      | Low                                                         |          |
| <b>Truck Traffic</b>           | Low                                                         |          |

**ROADWAY CHARACTERISTICS**

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

|                                           |                                            |                                |                   |
|-------------------------------------------|--------------------------------------------|--------------------------------|-------------------|
| <b>Location of Speed Survey</b>           | 0.2 mile south of Del Monte Rd and Beach R | <b>Posted Speed Limit</b>      | 40 MPH            |
| <b>Time of Speed Survey</b>               | 9:35 AM - 9:50 AM                          | <b>Recommended Speed Limit</b> | 30 MPH            |
| <b>50th Percentile Speed (Mean Speed)</b> | 39 MPH                                     | <b>Speed Limit Change</b>      | Reduced by 10 MPH |
| <b>85th Percentile Speed</b>              | 42 MPH                                     |                                |                   |
| <b>10 mph Pace Speed</b>                  | 35 - 44 MPH                                |                                |                   |
| <b>Percentage of Vehicles in Pace</b>     | 85.0%                                      |                                |                   |
| <b>Number of Survey Samples</b>           | 100                                        |                                |                   |

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 0.99 |

**TRAFFIC FACTORS**

|                                |                        |          |
|--------------------------------|------------------------|----------|
| <b>Average Daily Traffic</b>   | 9,121                  | Vehicles |
| <b>Type of Traffic Control</b> | Roundabout at Beach Rd |          |
| <b>Pedestrian Traffic</b>      | Low                    |          |
| <b>Truck Traffic</b>           | Low                    |          |

**ROADWAY CHARACTERISTICS**

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

**COMMENTS & JUSTIFICATION**

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

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

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

Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, and vulnerable population. Therefore, it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 30 mph.

The existing posted speed limit of 40 mph is reduced to 30 mph.

# CITY OF MARINA

## ENGINEERING AND TRAFFIC SURVEY

5

**STREET:** Del Monte Boulevard**SURVEY DATE:** 12/11/2024**FROM:** Beach Road**TO:** Marina Greens Drive**SPEED DATA**

**Location of Speed Survey** 240 ft south of Cosky Dr  
**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**

|                                           |                            |                                |        |
|-------------------------------------------|----------------------------|--------------------------------|--------|
| <b>Location of Speed Survey</b>           | 120 ft west of Cardoza Ave | <b>Posted Speed Limit</b>      | 35 MPH |
| <b>Time of Speed Survey</b>               | 2:27 AM - 2:50 AM          | <b>Recommended Speed Limit</b> | 35 MPH |
| <b>50th Percentile Speed (Mean Speed)</b> | 29 MPH                     | <b>Speed Limit Change</b>      | -      |
| <b>85th Percentile Speed</b>              | 34 MPH                     |                                |        |
| <b>10 mph Pace Speed</b>                  | 25 - 34 MPH                |                                |        |
| <b>Percentage of Vehicles in Pace</b>     | 81.0%                      |                                |        |
| <b>Number of Survey Samples</b>           | 100                        |                                |        |

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

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

**ROADWAY CHARACTERISTICS**

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

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 2    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.46 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

|                                |                                        |          |
|--------------------------------|----------------------------------------|----------|
| <b>Average Daily Traffic</b>   | 6,596                                  | Vehicles |
| <b>Type of Traffic Control</b> | Roundabout at Seaside Cir and Robin Dr |          |
| <b>Pedestrian Traffic</b>      | Low                                    |          |
| <b>Truck Traffic</b>           | Low                                    |          |

**ROADWAY CHARACTERISTICS**

|                                |                                                |
|--------------------------------|------------------------------------------------|
| <b>Length of Segment</b>       | 0.6 mi                                         |
| <b>Width</b>                   | 80 ft (Approx.)                                |
| <b>Number of Lanes</b>         | NB-1    SB-1                                   |
| <b>Street Classification</b>   | 2-Lane Arterial                                |
| <b>Divided Median?</b>         | No                                             |
| <b>Designated Bike Route?</b>  | No                                             |
| <b>Bike Lanes?</b>             | Yes (Class II)                                 |
| <b>Uncontrolled Crosswalks</b> | Yes at roundabouts                             |
| <b>On-Street Parking?</b>      | No (Only one-side right before Del Monte Blvd) |
| <b>Sidewalks?</b>              | Yes                                            |
| <b>Driveways?</b>              | Few                                            |
| <b>Vertical Curve</b>          | No                                             |
| <b>Horizontal Curve</b>        | Yes                                            |
| <b>Visibility</b>              | Good                                           |
| <b>Pavement Condition</b>      | Fair                                           |
| <b>Adjacent Land Use</b>       | 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**SURVEY DATE:** 12/18/2024**FROM:** Crescent Avenue**TO:** California Avenue**SPEED DATA**

|                                           |                             |                                |        |
|-------------------------------------------|-----------------------------|--------------------------------|--------|
| <b>Location of Speed Survey</b>           | 290 ft east of Crescent Ave | <b>Posted Speed Limit</b>      | 40 MPH |
| <b>Time of Speed Survey</b>               | 11:15 AM - 11:48 AM         | <b>Recommended Speed Limit</b> | 40 MPH |
| <b>50th Percentile Speed (Mean Speed)</b> | 39 MPH                      | <b>Speed Limit Change</b>      | -      |
| <b>85th Percentile Speed</b>              | 43 MPH                      |                                |        |
| <b>10 mph Pace Speed</b>                  | 35 - 44 MPH                 |                                |        |
| <b>Percentage of Vehicles in Pace</b>     | 90.0%                       |                                |        |
| <b>Number of Survey Samples</b>           | 100                         |                                |        |

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 0.99 |

**TRAFFIC FACTORS**

|                                |                                                   |
|--------------------------------|---------------------------------------------------|
| <b>Average Daily Traffic</b>   | 17,187 Vehicles                                   |
| <b>Type of Traffic Control</b> | Stop controlled at Crestview Ct and Ocean Terrace |
| <b>Pedestrian Traffic</b>      | Low                                               |
| <b>Truck Traffic</b>           | Low                                               |

**ROADWAY CHARACTERISTICS**

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

EXHIBIT B

## ENGINEERING AND TRAFFIC SURVEY

10

**STREET:** Reservation Road

**SURVEY DATE:** 12/10/2024

**FROM:** California Avenue

**TO:** Salinas Avenue

### SPEED DATA

|                                           |                   |                                |                  |
|-------------------------------------------|-------------------|--------------------------------|------------------|
| <b>Location of Speed Survey</b>           | At Lynscott Dr    | <b>Posted Speed Limit</b>      | 45 MPH           |
| <b>Time of Speed Survey</b>               | 1:28 PM - 1:57 PM | <b>Recommended Speed Limit</b> | 40 MPH           |
|                                           |                   | <b>Speed Limit Change</b>      | Reduced by 5 MPH |
| <b>50th Percentile Speed (Mean Speed)</b> | 46 MPH            |                                |                  |
| <b>85th Percentile Speed</b>              | 51 MPH            |                                |                  |
| <b>10 mph Pace Speed</b>                  | 41 - 50 MPH       |                                |                  |
| <b>Percentage of Vehicles in Pace</b>     | 80.0%             |                                |                  |
| <b>Number of Survey Samples</b>           | 100               |                                |                  |

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 0.99 |

### TRAFFIC FACTORS

|                                |                                                           |          |
|--------------------------------|-----------------------------------------------------------|----------|
| <b>Average Daily Traffic</b>   | 14,699                                                    | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Lynscott Dr, Bayer St, and Salinas Ave |          |
| <b>Pedestrian Traffic</b>      | Low                                                       |          |
| <b>Truck Traffic</b>           | Low                                                       |          |

### ROADWAY CHARACTERISTICS

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

### COMMENTS & JUSTIFICATION

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

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

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

The land use characteristics changes from vacant land (i.e., along Roadway Segment No. 11: Reservation Road – From Salinas to Imjin Parkway) to industrial/residential adjacent to this segment. The resulting speed limit of 45 mph is still more than is reasonable or safe per City staff. It is recommended that the City adopt a lower speed limit by ordinance to 40 mph, a 5-mph reduction in speed limit.

The existing posted speed limit of 45 mph is reduced to 40 mph.

# CITY OF MARINA

## ENGINEERING AND TRAFFIC SURVEY

11

**STREET:** Reservation Road**SURVEY DATE:** 12/10/2024**FROM:** Salinas Avenue**TO:** Imjin Parkway**SPEED DATA****Location of Speed Survey** 640 ft west of Imjin Rd and Imjin Pkwy**Posted Speed Limit** 55 MPH**Time of Speed Survey** 1:02 PM - 1:26 PM**Recommended Speed Limit** 50 MPH**Speed Limit Change** Reduced by 5 MPH**50th Percentile Speed (Mean Speed)** 50 MPH**85th Percentile Speed** 57 MPH**10 mph Pace Speed** 46 - 55 MPH**Percentage of Vehicles in Pace** 69.0%**Number of Survey Samples** 100**COLLISION HISTORY****Number of Years Studied** 3**Total Collisions** 7**Collision Rate (ACC/MVM)** 0.50**Expected Collisions (ACC/MVM)** 1.33**TRAFFIC FACTORS****Average Daily Traffic** 16,027 Vehicles**Type of Traffic Control** Stop controlled at Salinas Ave**Pedestrian Traffic** Low**Truck Traffic** Low**ROADWAY CHARACTERISTICS****Length of Segment** 0.8 mi**Width** 63 ft (Approx.)**Number of Lanes** EB-2 WB-2**Street Classification** 4-Lane Arterial**Divided Median?** No**Designated Bike Route?** Yes (One-side and starts at Salinas Ave)**Bike Lanes?** No**Uncontrolled Crosswalks** No**On-Street Parking?** No**Sidewalks?** No**Driveways?** No**Vertical Curve** Yes - Slight**Horizontal Curve** No**Visibility** Good**Pavement Condition** Fair**Adjacent Land Use** Public 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.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 50 mph, in compliance with CVC Section 627 and 22358.5.

The existing posted speed limit of 55 mph is reduced to 50 mph.

# CITY OF MARINA

## ENGINEERING AND TRAFFIC SURVEY

12

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

**Location of Speed Survey** 975 ft east of Imjin Pkwy  
**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**SURVEY DATE:** 12/5/2024**FROM:** 5th Avenue**TO:** Inter-Garrison Road**SPEED DATA**

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

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

**ROADWAY CHARACTERISTICS**

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

EXHIBIT B

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 roundabout  
**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**

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

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

**ROADWAY CHARACTERISTICS**

|                                |                   |
|--------------------------------|-------------------|
| <b>Length of Segment</b>       | 0.5 mi            |
| <b>Width</b>                   | 37 ft (Approx.)   |
| <b>Number of Lanes</b>         | NB-1    SB-1      |
| <b>Street Classification</b>   | 2 -Lane Collector |
| <b>Divided Median?</b>         | No                |
| <b>Designated Bike Route?</b>  | No                |
| <b>Bike Lanes?</b>             | No                |
| <b>Uncontrolled Crosswalks</b> | RRFB              |
| <b>On-Street Parking?</b>      | Yes               |
| <b>Sidewalks?</b>              | Yes               |
| <b>Driveways?</b>              | Multiple          |
| <b>Vertical Curve</b>          | Yes               |
| <b>Horizontal Curve</b>        | Yes               |
| <b>Visibility</b>              | Good              |
| <b>Pavement Condition</b>      | Fair              |
| <b>Adjacent Land Use</b>       | 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**SURVEY DATE:** #####**FROM:** Reservation Road**TO:** Carmel Avenue**SPEED DATA**

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

|                                |                               |
|--------------------------------|-------------------------------|
| <b>Average Daily Traffic</b>   | 3,528 Vehicles                |
| <b>Type of Traffic Control</b> | Stop controlled at Carmel Ave |
| <b>Pedestrian Traffic</b>      | Low                           |
| <b>Truck Traffic</b>           | Low                           |

**ROADWAY CHARACTERISTICS**

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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

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

### ROADWAY CHARACTERISTICS

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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

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

### ROADWAY CHARACTERISTICS

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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 1    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.52 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

|                                |                               |          |
|--------------------------------|-------------------------------|----------|
| <b>Average Daily Traffic</b>   | 5,842                         | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Carmel Ave |          |
| <b>Pedestrian Traffic</b>      | Low                           |          |
| <b>Truck Traffic</b>           | Low                           |          |

### ROADWAY CHARACTERISTICS

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

|                                           |                    |                                |        |
|-------------------------------------------|--------------------|--------------------------------|--------|
| <b>Location of Speed Survey</b>           | At Helena Way      | <b>Posted Speed Limit</b>      | 25 MPH |
| <b>Time of Speed Survey</b>               | 9:50 AM - 10:16 AM | <b>Recommended Speed Limit</b> | 25 MPH |
| <b>50th Percentile Speed (Mean Speed)</b> | 29 MPH             | <b>Speed Limit Change</b>      | -      |
| <b>85th Percentile Speed</b>              | 32 MPH             |                                |        |
| <b>10 mph Pace Speed</b>                  | 23 - 32 MPH        |                                |        |
| <b>Percentage of Vehicles in Pace</b>     | 84.0%              |                                |        |
| <b>Number of Survey Samples</b>           | 100                |                                |        |

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

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

**ROADWAY CHARACTERISTICS**

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

**COMMENTS & JUSTIFICATION**

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

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

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

The existing posted speed limit of 25 mph is retained.

# CITY OF MARINA

## ENGINEERING AND TRAFFIC SURVEY

26

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

**Location of Speed Survey** 128 ft north of 3rd Ave  
**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**FROM:** Imjin Parkway**SURVEY DATE:** 12/5/2024**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**SURVEY DATE:** 12/11/2024**FROM:** California Avenue**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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 1    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.18 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

|                                |                                                                                                                                                                       |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Average Daily Traffic</b>   | 3,704 Vehicles                                                                                                                                                        |
| <b>Type of Traffic Control</b> | 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 |
| <b>Pedestrian Traffic</b>      | Low                                                                                                                                                                   |
| <b>Truck Traffic</b>           | Low                                                                                                                                                                   |

### ROADWAY CHARACTERISTICS

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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

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

### ROADWAY CHARACTERISTICS

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

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

|                                |                                 |          |
|--------------------------------|---------------------------------|----------|
| <b>Average Daily Traffic</b>   | 657                             | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Healy Avenue |          |
| <b>Pedestrian Traffic</b>      | Low                             |          |
| <b>Truck Traffic</b>           | Low                             |          |

**ROADWAY CHARACTERISTICS**

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

|                                           |                                   |                                |        |
|-------------------------------------------|-----------------------------------|--------------------------------|--------|
| <b>Location of Speed Survey</b>           | 405 ft south of Reindollar Avenue | <b>Posted Speed Limit</b>      | 25 MPH |
| <b>Time of Speed Survey</b>               | 3:06 PM - 4:09 PM                 | <b>Recommended Speed Limit</b> | 25 MPH |
| <b>50th Percentile Speed (Mean Speed)</b> | 26 MPH                            | <b>Speed Limit Change</b>      | -      |
| <b>85th Percentile Speed</b>              | 30 MPH                            |                                |        |
| <b>10 mph Pace Speed</b>                  | 22 - 31 MPH                       |                                |        |
| <b>Percentage of Vehicles in Pace</b>     | 88.0%                             |                                |        |
| <b>Number of Survey Samples</b>           | 100                               |                                |        |

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

|                                |                                                   |          |
|--------------------------------|---------------------------------------------------|----------|
| <b>Average Daily Traffic</b>   | 1,304                                             | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Patton Pkwy and Reindollar Ave |          |
| <b>Pedestrian Traffic</b>      | Low                                               |          |
| <b>Truck Traffic</b>           | Low                                               |          |

**ROADWAY CHARACTERISTICS**

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

|                                           |                                |                                |        |
|-------------------------------------------|--------------------------------|--------------------------------|--------|
| <b>Location of Speed Survey</b>           | 535 ft south of Reservation Rd | <b>Posted Speed Limit</b>      | 30 MPH |
| <b>Time of Speed Survey</b>               | 9:50 AM - 10:19 AM             | <b>Recommended Speed Limit</b> | 30 MPH |
| <b>50th Percentile Speed (Mean Speed)</b> | 28 MPH                         | <b>Speed Limit Change</b>      | -      |
| <b>85th Percentile Speed</b>              | 31.15 MPH                      |                                |        |
| <b>10 mph Pace Speed</b>                  | 23 - 32 MPH                    |                                |        |
| <b>Percentage of Vehicles in Pace</b>     | 81.0%                          |                                |        |
| <b>Number of Survey Samples</b>           | 100                            |                                |        |

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 2    |
| <b>Collision Rate (ACC/MVM)</b>      | 1.53 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

|                                |                               |          |
|--------------------------------|-------------------------------|----------|
| <b>Average Daily Traffic</b>   | 3,992                         | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Carmel Ave |          |
| <b>Pedestrian Traffic</b>      | Low                           |          |
| <b>Truck Traffic</b>           | Low                           |          |

**ROADWAY CHARACTERISTICS**

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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

|                                |                                                                   |          |
|--------------------------------|-------------------------------------------------------------------|----------|
| <b>Average Daily Traffic</b>   | 2,854                                                             | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Hillcrest Ave, Cypress Ave, and Reindollar Ave |          |
| <b>Pedestrian Traffic</b>      | Low                                                               |          |
| <b>Truck Traffic</b>           | Low                                                               |          |

### ROADWAY CHARACTERISTICS

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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

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

### ROADWAY CHARACTERISTICS

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

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

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

|                                |                                                              |          |
|--------------------------------|--------------------------------------------------------------|----------|
| <b>Average Daily Traffic</b>   | 2,360                                                        | Vehicles |
| <b>Type of Traffic Control</b> | Stop controlled at Preston Dr, Lexington Ct, and Brostorm Dr |          |
| <b>Pedestrian Traffic</b>      | Low                                                          |          |
| <b>Truck Traffic</b>           | Low                                                          |          |

**ROADWAY CHARACTERISTICS**

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

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

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

### ROADWAY CHARACTERISTICS

|                                 |                                               |
|---------------------------------|-----------------------------------------------|
| <b>Length of Segment</b>        | 0.6 mi                                        |
| <b>Width</b>                    | 22 ft (Approx.)                               |
| <b>Number of Lanes</b>          | EB-1 WB-1                                     |
| <b>Street Classification</b>    | 2-Lane Collector                              |
| <b>Divided Median?</b>          | No                                            |
| <b>Designated Bike Route?</b>   | No                                            |
| <b>Bike Lanes?</b>              | No                                            |
| <b>Uncontrolled Crosswalks?</b> | No                                            |
| <b>On-Street Parking?</b>       | No - Red curb                                 |
| <b>Sidewalks?</b>               | Yes                                           |
| <b>Driveways?</b>               | Few                                           |
| <b>Vertical Curve</b>           | Yes                                           |
| <b>Horizontal Curve</b>         | Yes                                           |
| <b>Visibility</b>               | Good                                          |
| <b>Pavement Condition</b>       | Fair                                          |
| <b>Adjacent Land Use</b>        | 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 | Posted Speed Limit      | 25 MPH |
| Time of Speed Survey               | 10:30 AM - 11:18 AM     | Recommended Speed Limit | 25 MPH |
| 50th Percentile Speed (Mean Speed) | 24 MPH                  | Speed Limit Change      | -      |
| 85th Percentile Speed              | 27 MPH                  |                         |        |
| 10 mph Pace Speed                  | 20 - 29 MPH             |                         |        |
| Percentage of Vehicles in Pace     | 97.0%                   |                         |        |
| Number of Survey Samples           | 100                     |                         |        |

### COLLISION HISTORY

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

### TRAFFIC FACTORS

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

### ROADWAY CHARACTERISTICS

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

### COMMENTS & JUSTIFICATION

3rd Avenue between Imjin Parkway and 8th Street is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 27 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

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

# CITY OF MARINA

## ENGINEERING AND TRAFFIC SURVEY

44

**STREET:** Abrams Drive  
**FROM:** Imjin Pkwy (west)

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

### SPEED DATA

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

### COLLISION HISTORY

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

### TRAFFIC FACTORS

|                                |                                                                                                                                            |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Average Daily Traffic</b>   | 2,667 Vehicles                                                                                                                             |
| <b>Type of Traffic Control</b> | Stop controlled at Imjin Pkwy, Brostorn Dr, Wilson Ct, Bayonet Ct, and Preston Dr. Traffic circles at MacArthur Dr, 3rd Ave, and Denall Dr |
| <b>Pedestrian Traffic</b>      | Low                                                                                                                                        |
| <b>Truck Traffic</b>           | Low                                                                                                                                        |

### ROADWAY CHARACTERISTICS

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

### COMMENTS & JUSTIFICATION

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

The presence of on-street parking, Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.

It should be noted that this segment was not included in the previous 'Engineering & Traffic Survey (E&TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used.

The existing posted speed limit of 25 mph is retained.

# CITY OF MARINA

## ENGINEERING AND TRAFFIC SURVEY

45

**STREET:** Marina Heights Drive**SURVEY DATE:** 12/11/2024**FROM:** California Ave**TO:** Imjin Pkwy**SPEED DATA**

|                                           |                          |                                |        |
|-------------------------------------------|--------------------------|--------------------------------|--------|
| <b>Location of Speed Survey</b>           | 450 ft west of Arroyo Dr | <b>Posted Speed Limit</b>      | 25 MPH |
| <b>Time of Speed Survey</b>               | 1:39 PM - 2:21 PM        | <b>Recommended Speed Limit</b> | 25 MPH |
| <b>50th Percentile Speed (Mean Speed)</b> | 29 MPH                   | <b>Speed Limit Change</b>      | -      |
| <b>85th Percentile Speed</b>              | 34 MPH                   |                                |        |
| <b>10 mph Pace Speed</b>                  | 25 - 34 MPH              |                                |        |
| <b>Percentage of Vehicles in Pace</b>     | 84.0%                    |                                |        |
| <b>Number of Survey Samples</b>           | 100                      |                                |        |

**COLLISION HISTORY**

|                                      |      |
|--------------------------------------|------|
| <b>Number of Years Studied</b>       | 3    |
| <b>Total Collisions</b>              | 0    |
| <b>Collision Rate (ACC/MVM)</b>      | 0.00 |
| <b>Expected Collisions (ACC/MVM)</b> | 1.07 |

**TRAFFIC FACTORS**

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

**ROADWAY CHARACTERISTICS**

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

**COMMENTS & JUSTIFICATION**

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

The presence of on-street parking, Class II bike lanes, horizontal and vertical curve justify further reducing the observed 85th percentile speed.

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

The resulting speed limit of 30 mph is still more than is reasonable or safe per City staff. It is therefore recommended that the City adopt a lower speed limit by ordinance to 25 mph, which is the existing posted speed limit.

It should be noted that this segment was not included in the previous 'Engineering & Traffic Survey (E&TS)' study conducted by the City. Therefore, 'CVC Section 22358.8' as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used.

The existing posted speed limit of 25 mph is retained.

**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                              |

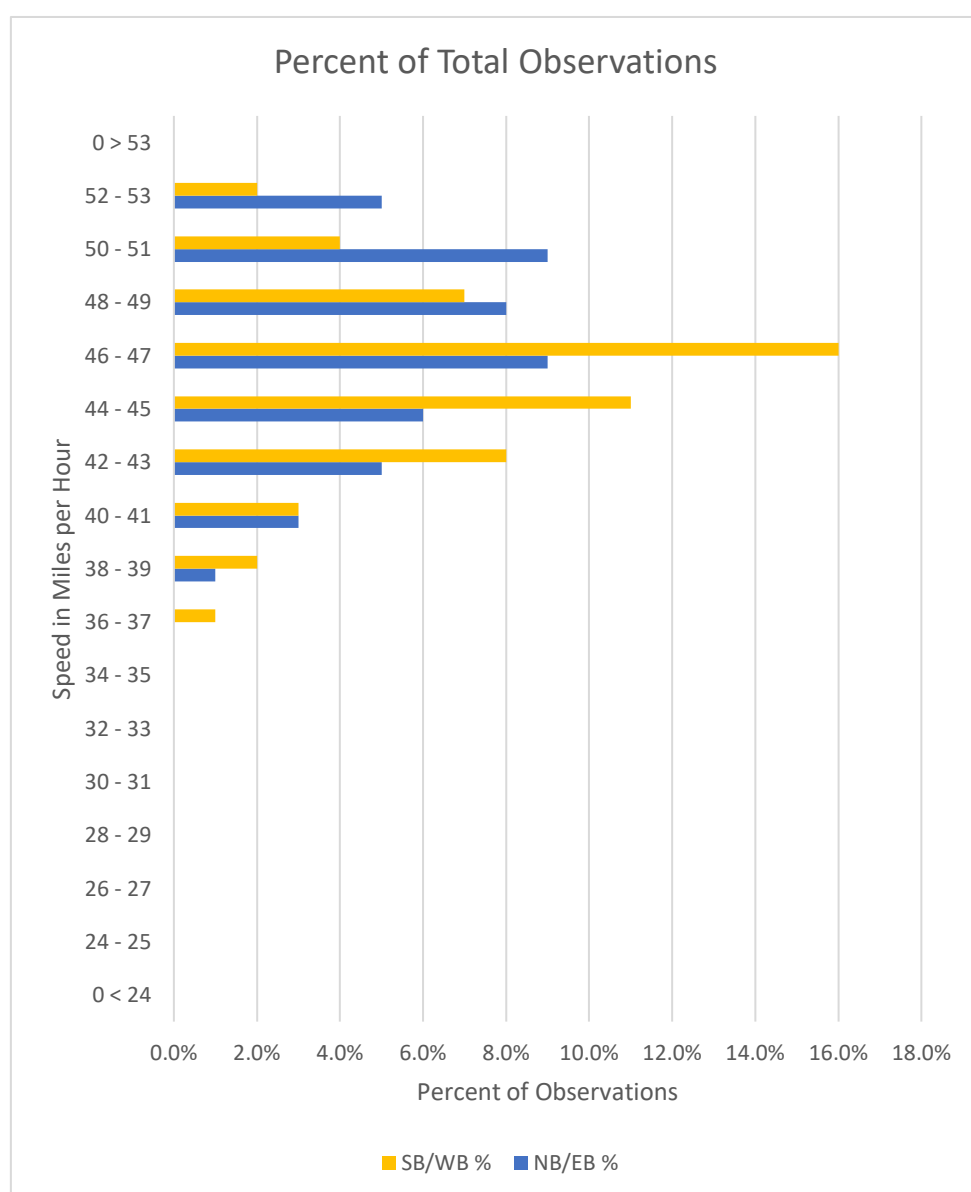
|             |       |
|-------------|-------|
| LOCATION:   | 1     |
| COLLECTOR:  | Jesus |
| WEATHER:    | Sunny |
| # OF LANES: | 4     |

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **50 MPH**



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

| IDAX RADAR SAMPLE SPEED SURVEY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------------------------------|---------|---------|----------------------------------------------------------------------------------------|-----|--------|--|--|-----------|--|--|--|--|------------|--|--|---------|---------|---------|---------|---------|---|---|--|--------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|-------|----|-------|---------|---|------|---|----|-------|----|-------|---------|----|-------|----|-----|-------|----|-------|---------|----|-------|----|-----|-------|----|-------|---------|---|------|----|-----|-------|----|-------|---------|---|------|---|----|------|-----|--------|--------|---|------|---|----|------|-----|--------|
| ROADWAY SURVEYED: Imjin Parkway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |                                                           |         |         | LOCATION: 2                                                                            |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| SURVEY LIMITS: California Avenue to Reservation Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                                                           |         |         | COLLECTOR: Jesus Nunez                                                                 |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| SURVEY DATE: Thursday, December 19, 2024                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |         |                                                           |         |         | WEATHER: Sunny                                                                         |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| ROAD CONDITION: Fair                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                                                           |         |         | # OF LANES: 2                                                                          |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| SURVEY START TIME: 11:27:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| SURVEY END TIME: 11:53:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| STREET CLASSIFICATION: Arterial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| POSTED SPEED: 35 MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| DIRECTION OF TRAFFIC: EB WB                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| CRITICAL SPEED<br>(85TH PERCENTILE)<br><br>39.15 MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         | 50TH PERCENTILE<br>15TH PERCENTILE<br><br>36.5 MPH 33 MPH |         |         | PACE SPEED<br><br>32 MPH TO 41 MPH<br>Below Pace In Pace Above Pace<br>5.0% 92.0% 3.0% |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| PRIMA FACIE SPEED LIMIT<br><br>25 MPH<br>0.0% COMPLYING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |         | EXISTING SPEED LIMIT<br><br>35 MPH<br>34.0% COMPLYING     |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| DIRECTION OF COLLECTION<br><br>#Entries 100<br><br>NB/EB 45 45.0%<br>SB/WB 55 55.0%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| UNUSUAL CONDITIONS: WB lane closure due to long-term construction. Traffic is still free flowing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| RECOMMENDED SPEED LIMIT: TBD MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| SPEED ZONE LIMITS: 35 MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         |                                                           |         |         |                                                                                        |     |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |        |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |       |    |       |         |   |      |   |    |       |    |       |         |    |       |    |     |       |    |       |         |    |       |    |     |       |    |       |         |   |      |    |     |       |    |       |         |   |      |   |    |      |     |        |        |   |      |   |    |      |     |        |
| <div><div><div><div>Percent of Total Observations</div><div><div><div>Speed in Miles per Hour</div><div>0 &gt; 42</div><div>41 - 42</div><div>39 - 40</div><div>37 - 38</div><div>35 - 36</div><div>33 - 34</div><div>31 - 32</div><div>29 - 30</div><div>27 - 28</div><div>25 - 26</div><div>23 - 24</div><div>21 - 22</div><div>19 - 20</div><div>17 - 18</div><div>15 - 16</div><div>13 - 14</div><div>0 &lt; 13</div></div><div><div>0.0%</div><div>5.0%</div><div>10.0%</div><div>15.0%</div><div>20.0%</div></div><div>Percent of Observations</div><div>SB/WB % NB/EB %</div></div></div><div><table><tr><th colspan="5">FREQUENCY</th><th colspan="3">CUMULATIVE</th></tr><tr><th>NB/EB #</th><th>NB/EB %</th><th>SB/WB #</th><th>SB/WB %</th><th>Total %</th><th>#</th><th>%</th><th></th></tr><tr><td>0 &lt; 13</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>13 - 14</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>15 - 16</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>17 - 18</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>19 - 20</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>21 - 22</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>23 - 24</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>25 - 26</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>27 - 28</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>29 - 30</td><td>0</td><td>0.0%</td><td>3</td><td>3%</td><td>3.0%</td><td>3</td><td>3.0%</td></tr><tr><td>31 - 32</td><td>3</td><td>3.0%</td><td>8</td><td>8%</td><td>11.0%</td><td>14</td><td>14.0%</td></tr><tr><td>33 - 34</td><td>3</td><td>3.0%</td><td>9</td><td>9%</td><td>12.0%</td><td>26</td><td>26.0%</td></tr><tr><td>35 - 36</td><td>12</td><td>12.0%</td><td>12</td><td>12%</td><td>24.0%</td><td>50</td><td>50.0%</td></tr><tr><td>37 - 38</td><td>18</td><td>18.0%</td><td>10</td><td>10%</td><td>28.0%</td><td>78</td><td>78.0%</td></tr><tr><td>39 - 40</td><td>4</td><td>4.0%</td><td>10</td><td>10%</td><td>14.0%</td><td>92</td><td>92.0%</td></tr><tr><td>41 - 42</td><td>5</td><td>5.0%</td><td>3</td><td>3%</td><td>8.0%</td><td>100</td><td>100.0%</td></tr><tr><td>0 &gt; 42</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>100</td><td>100.0%</td></tr></table></div></div></div> |         |                                                           |         |         |                                                                                        |     |        |  |  | 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% |
| 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                                     |

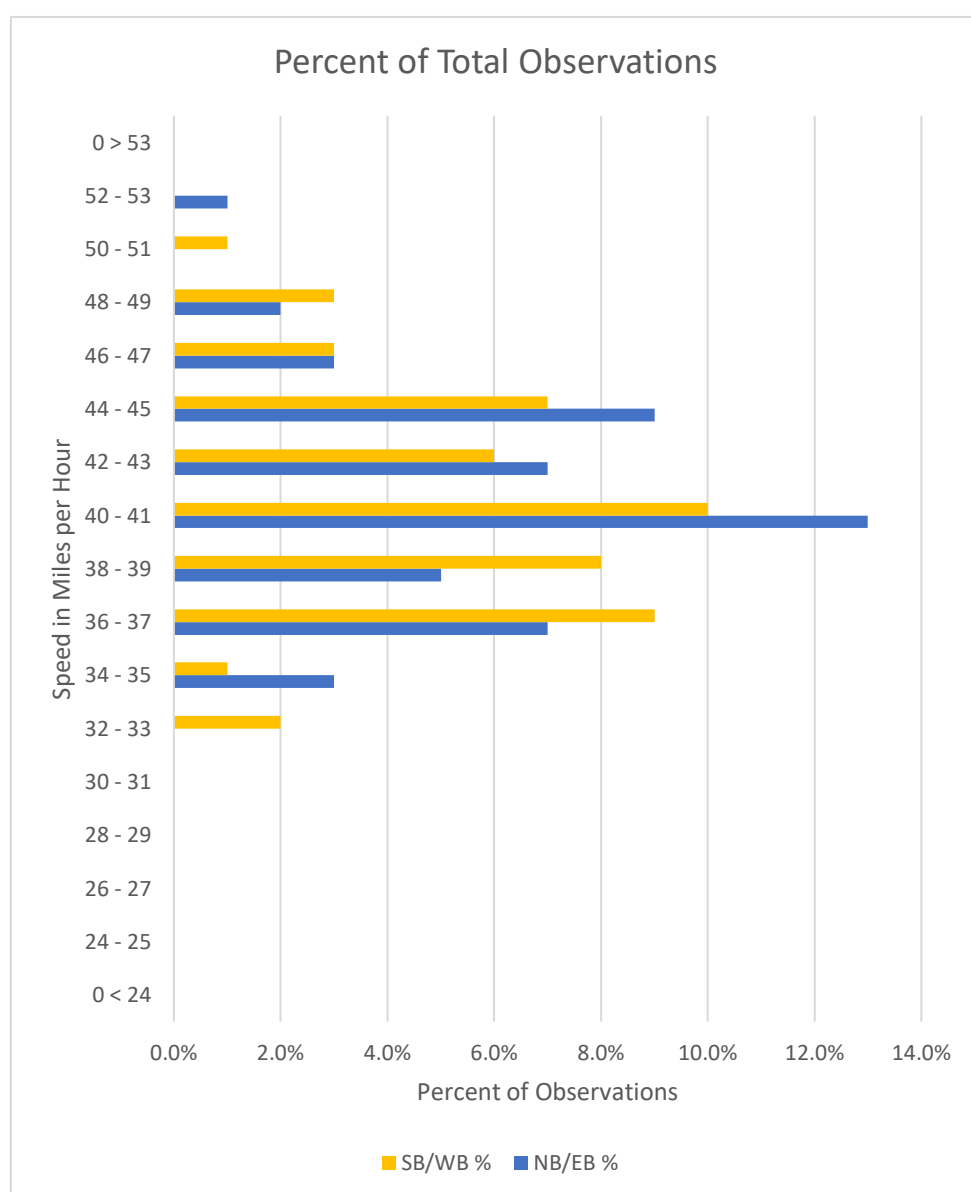
LOCATION: 3  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 4

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **40 MPH**



|         | FREQUENCY |         |         |         | Total % | CUMULATIVE |        |
|---------|-----------|---------|---------|---------|---------|------------|--------|
|         | NB/EB #   | NB/EB % | SB/WB # | SB/WB % |         | #          | %      |
| 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            |
| SURVEY LIMITS:         | Reservation Road to Beach Road |
| SURVEY DATE:           | Wednesday, December 11, 2024   |
| ROAD CONDITION:        | Poor                           |
| 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                          |

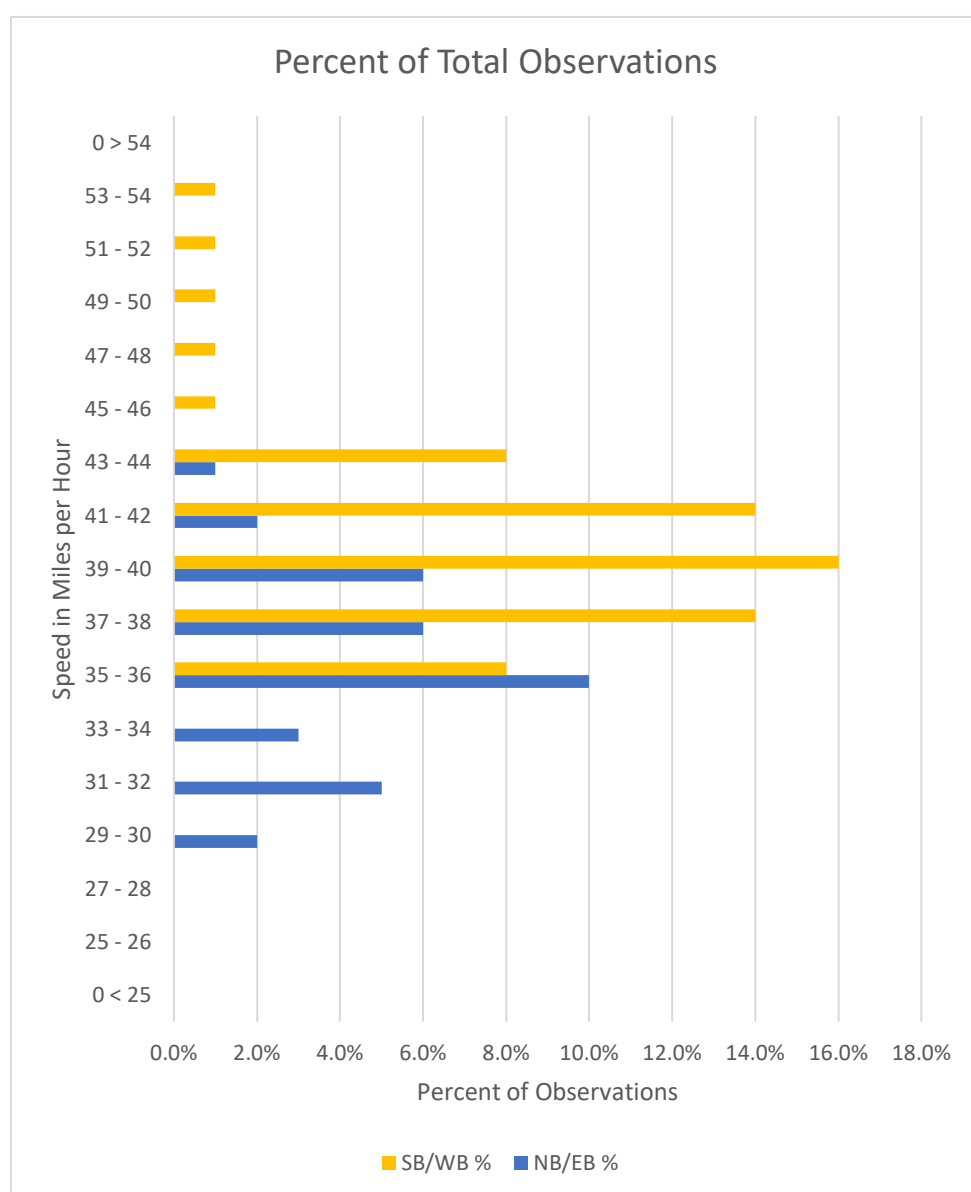
LOCATION: 4  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 4

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **40 MPH**



|         | FREQUENCY |         |         |         | Total % | CUMULATIVE |        |
|---------|-----------|---------|---------|---------|---------|------------|--------|
|         | NB/EB #   | NB/EB % | SB/WB # | SB/WB % |         | #          | %      |
| 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                             |

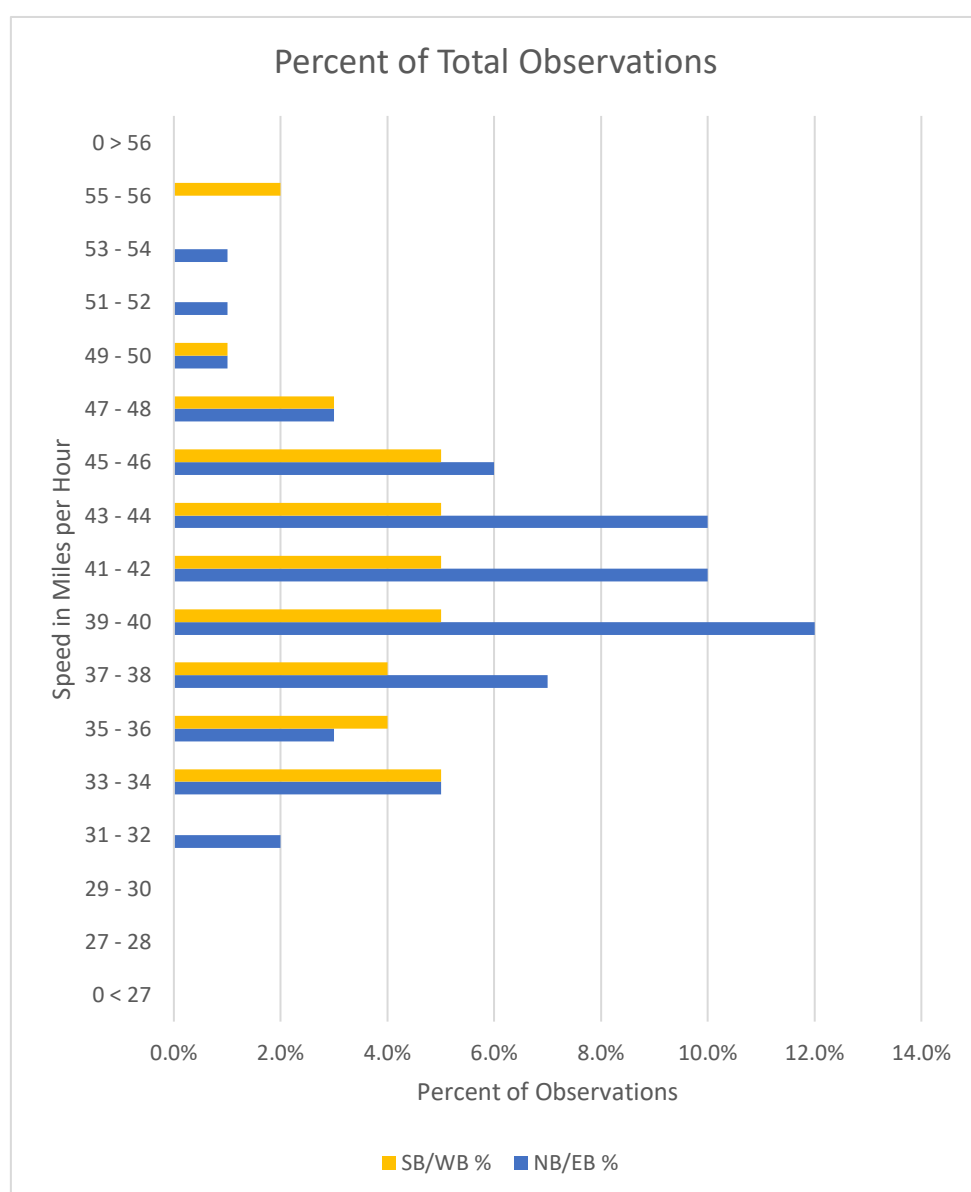
LOCATION: 5  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                                  |                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>45.15 MPH</div>                                      | <div>50TH<br/>PERCENTILE</div> <div>41 MPH</div> <div>15TH PERCENTILE</div> <div>35.85 MPH</div> | <div>PACE SPEED</div> <div>36 MPH</div> <div>Below Pace<br/>15.0%</div> <div>TO</div> <div>In Pace<br/>70.0%</div> <div>45 MPH</div> <div>Above Pace<br/>15.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>0.0% COMPLYING</div>                            | <div>EXISTING SPEED LIMIT</div> <div>40 MPH</div> <div>47.0% COMPLYING</div>                     |                                                                                                                                                                      |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB6161.0%</div> <div>SB/WB3939.0%</div> |                                                                                                  |                                                                                                                                                                      |

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                        |

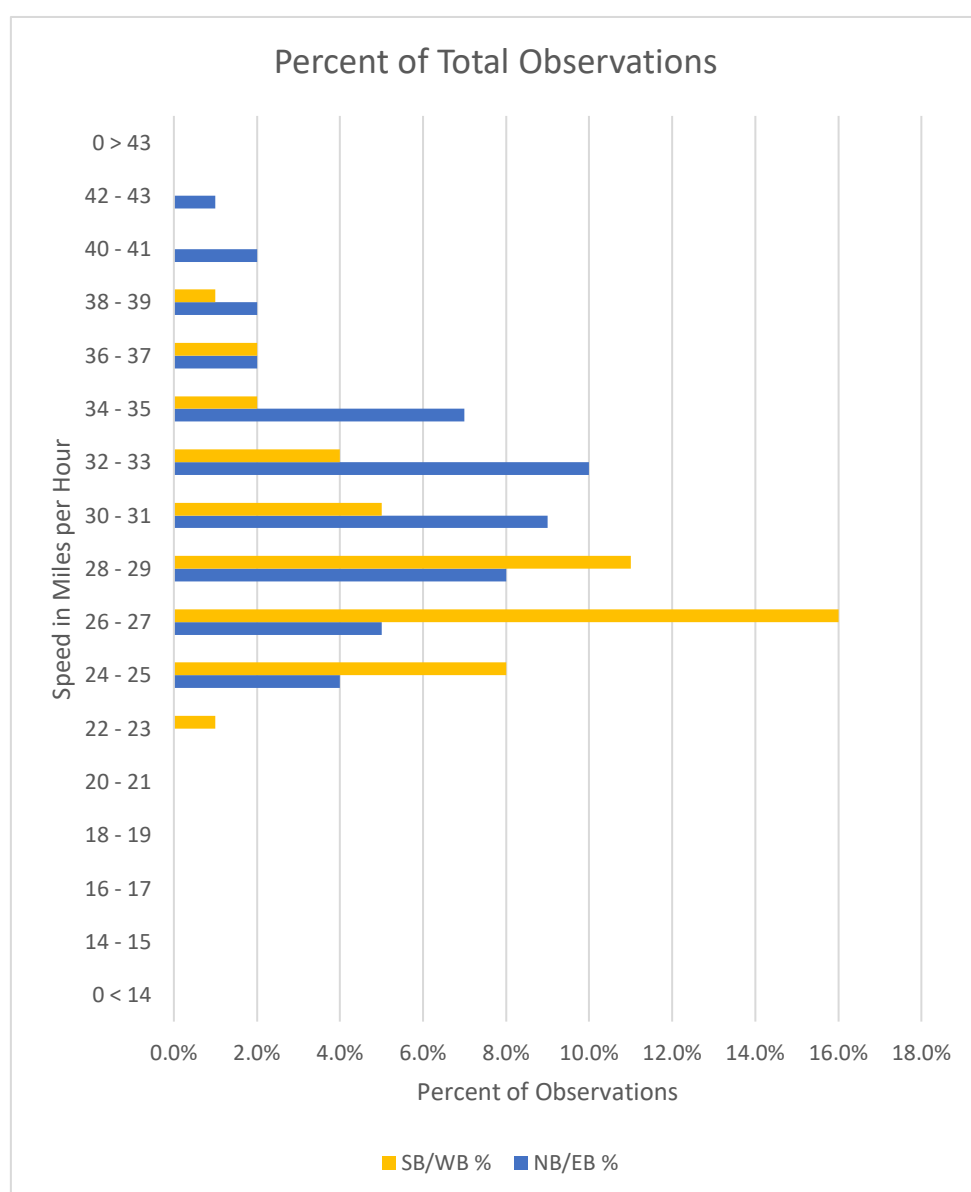
LOCATION: 6  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 5

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

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%    | 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                             |

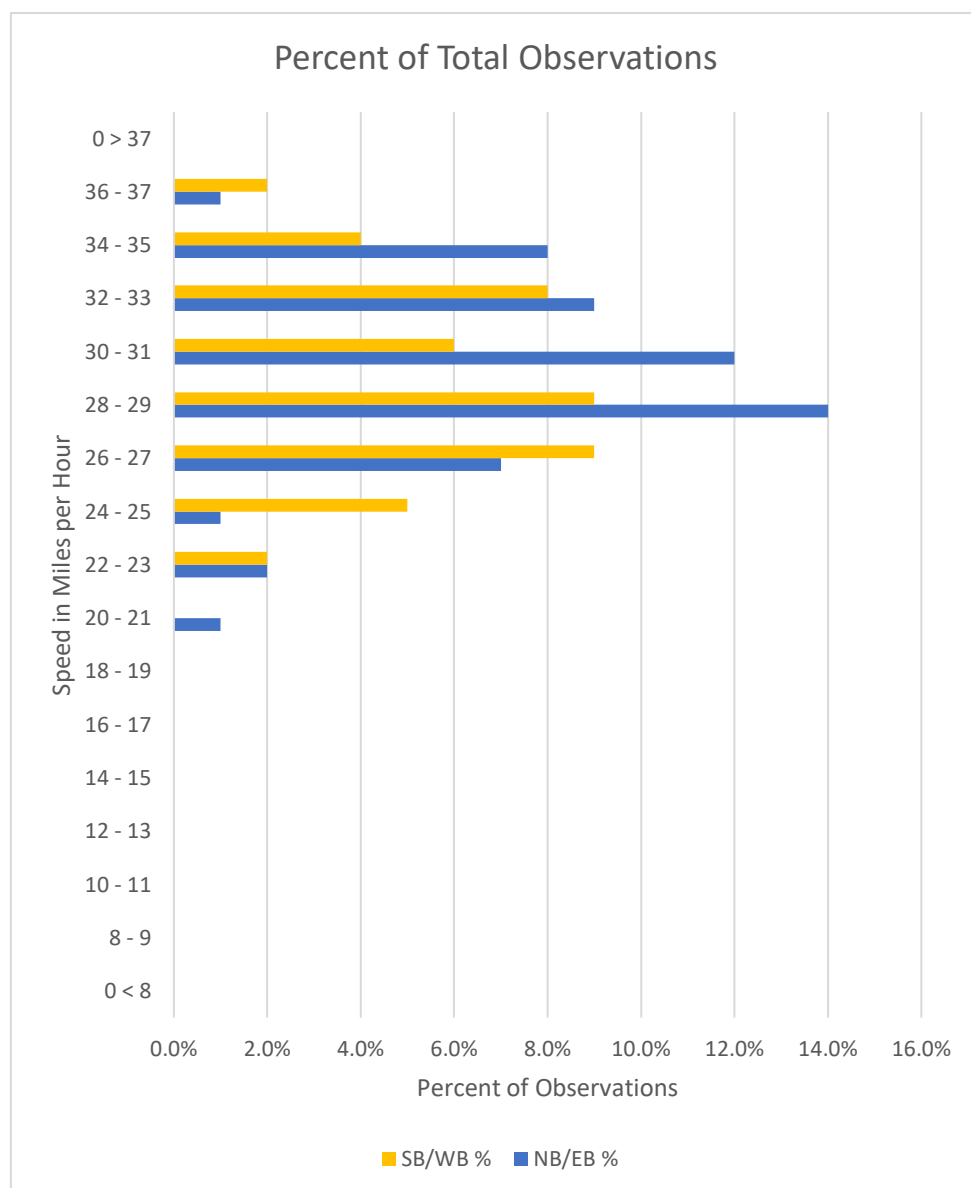
LOCATION: 7  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 3

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

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                       |
| SURVEY LIMITS:         | Del Monte Boulevard to Crescent Avenue |
| SURVEY DATE:           | Wednesday, December 18, 2024           |
| ROAD CONDITION:        | Fair                                   |
| 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                                  |

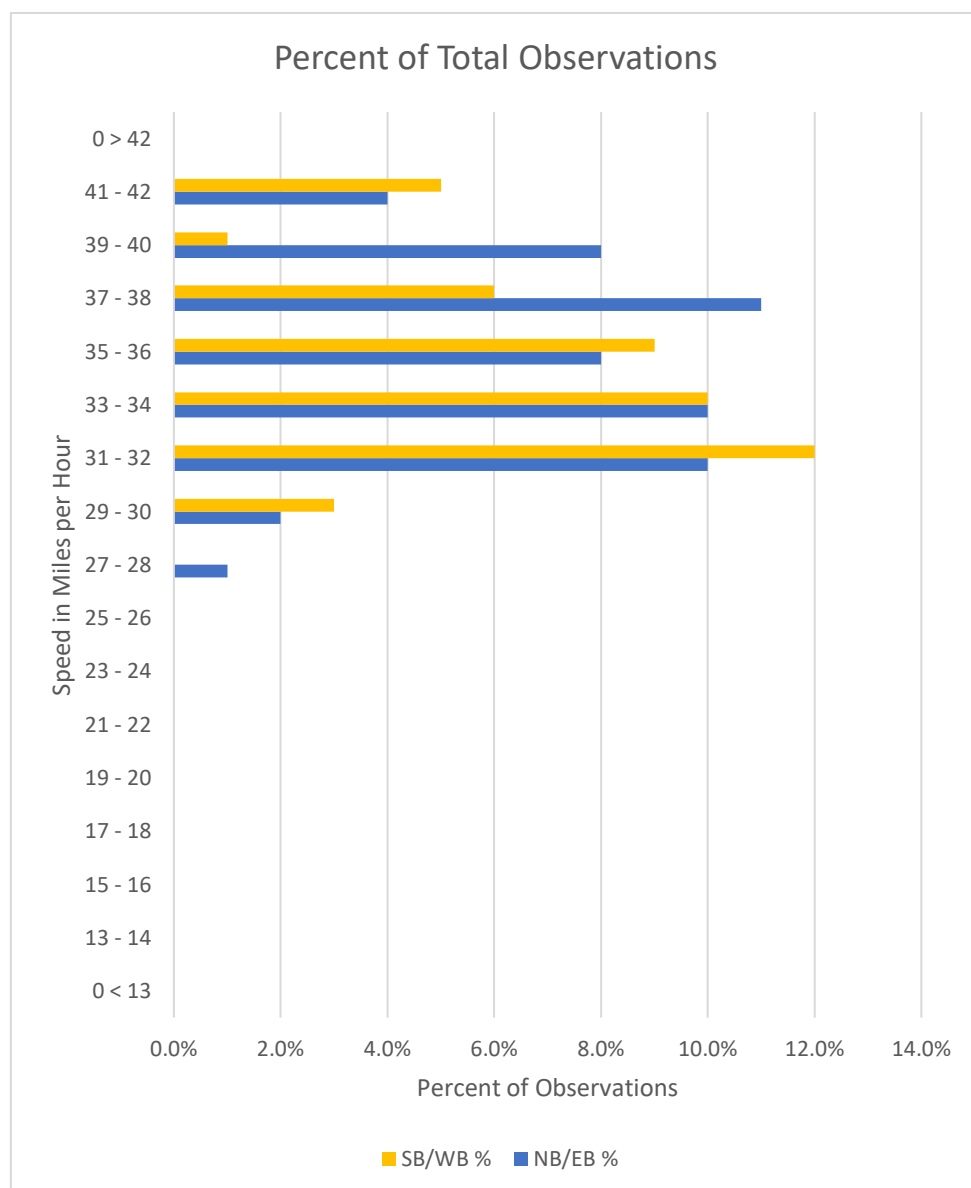
|             |             |
|-------------|-------------|
| LOCATION:   | 8           |
| COLLECTOR:  | Jesus Nunez |
| WEATHER:    | Sunny       |
| # OF LANES: | 4           |

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

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 < 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                                |

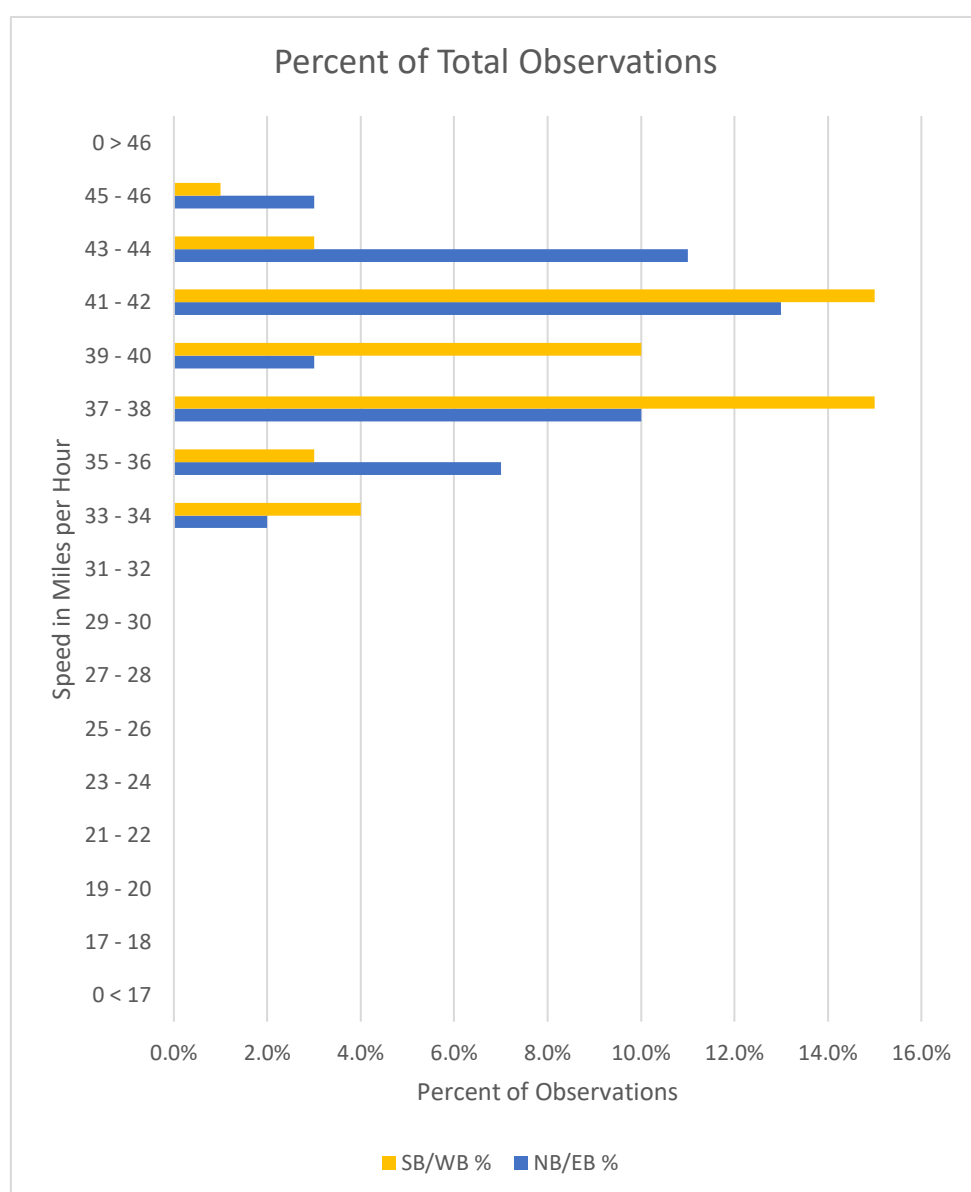
|             |             |
|-------------|-------------|
| LOCATION:   | 9           |
| COLLECTOR:  | Jesus Nunez |
| WEATHER:    | Sunny       |
| # OF LANES: | 4           |

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

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                               |

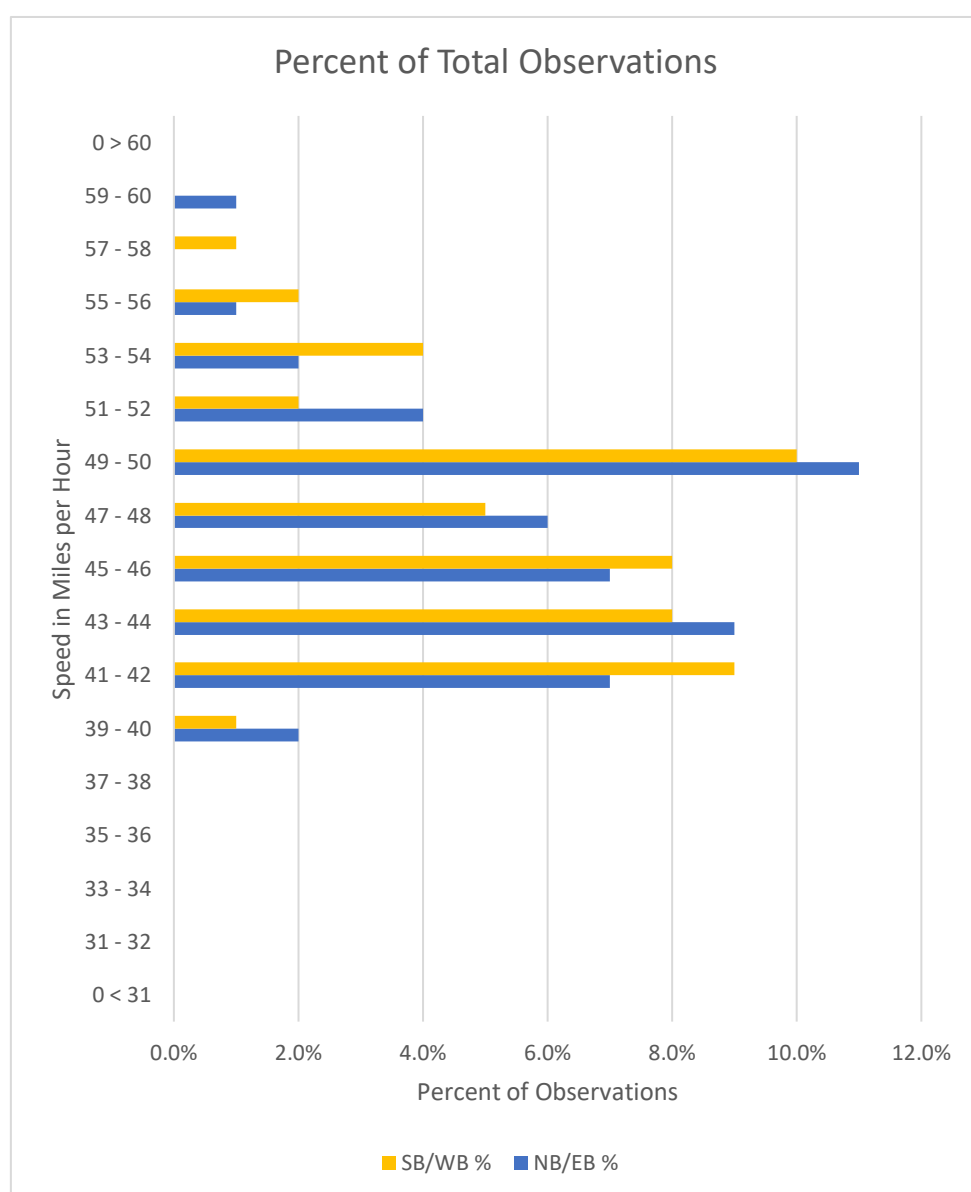
LOCATION: 10  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 4

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **45 MPH**



|         | FREQUENCY |         |         |         | Total % | CUMULATIVE |        |
|---------|-----------|---------|---------|---------|---------|------------|--------|
|         | NB/EB #   | NB/EB % | SB/WB # | SB/WB % |         | #          | %      |
| 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                           |

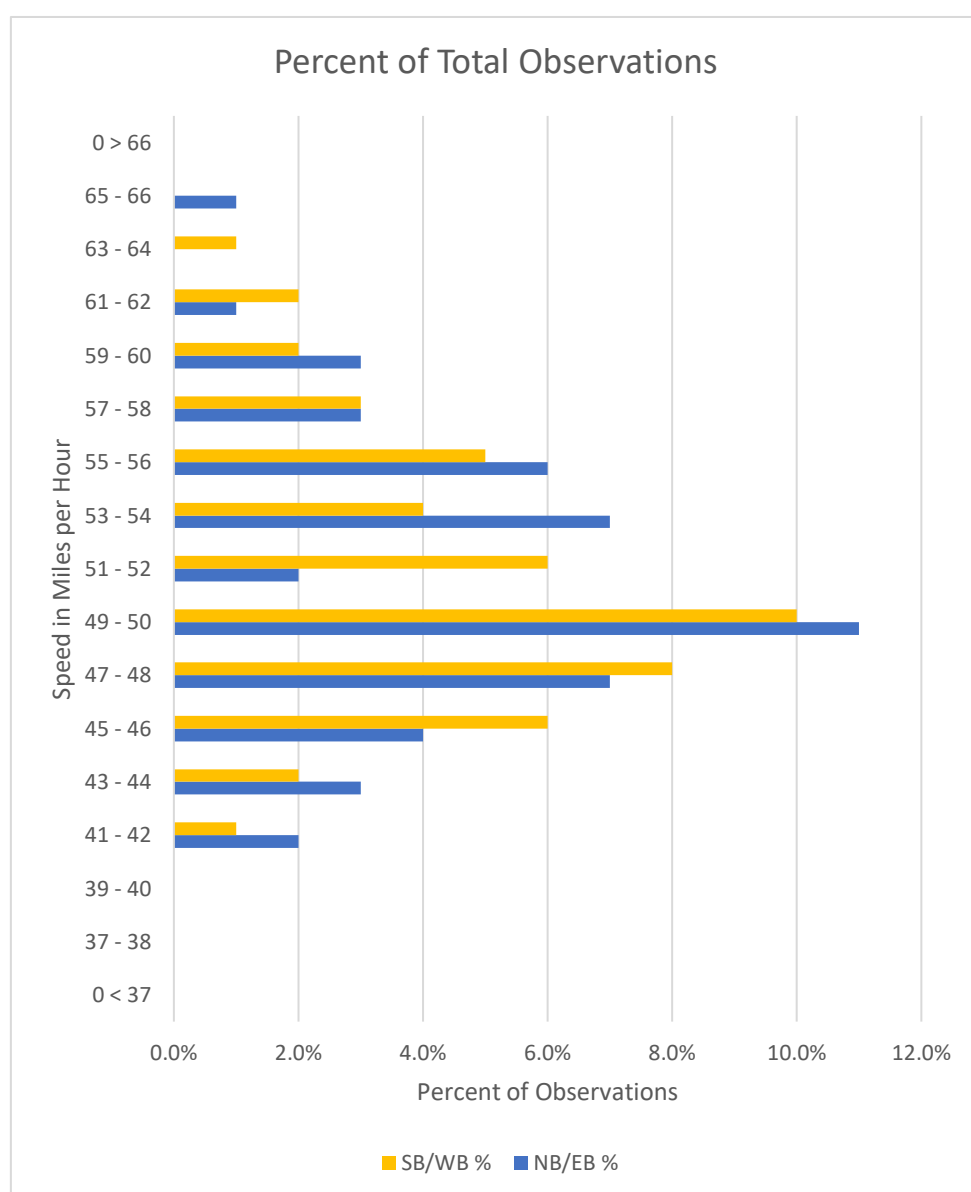
LOCATION: 11  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 4

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

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 < 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                        |

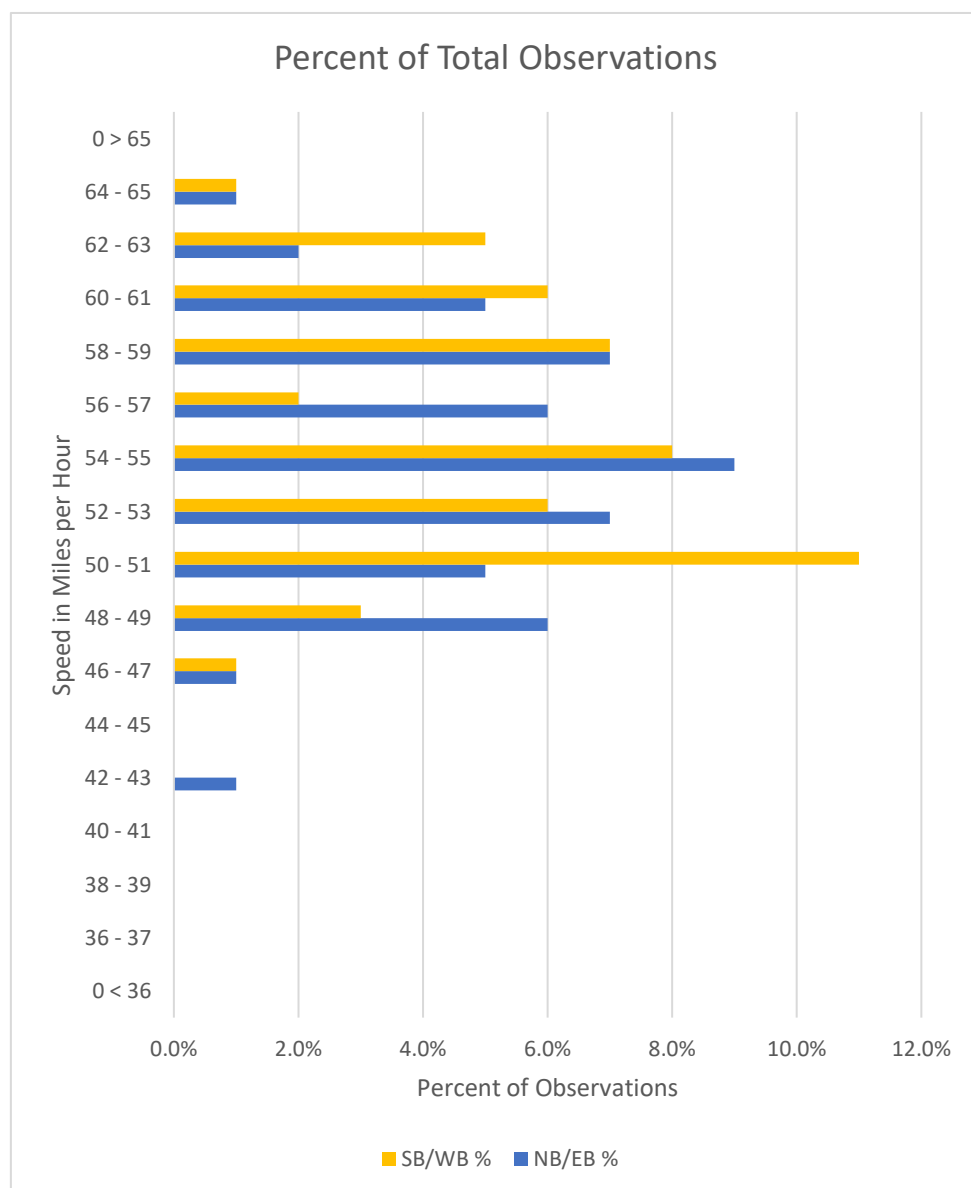
LOCATION: 12  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 5

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **55 MPH**



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

| IDAX RADAR SAMPLE SPEED SURVEY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------------------------------------|---------|---------|----------------------------------------------------------------------------------------|----|--------|--|--|-----------|--|--|--|--|------------|--|--|---------|---------|---------|---------|---------|---|---|--|-------|---|------|---|----|------|---|------|-------|---|------|---|----|------|---|------|-------|---|------|---|----|------|---|------|-------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|------|---------|---|------|---|----|------|---|-------|---------|---|------|----|-----|-------|----|-------|---------|---|------|---|----|-------|----|-------|---------|---|-------|---|-----|-------|----|-------|---------|---|------|---|-----|-------|----|--------|--------|---|------|---|----|------|----|--------|
| ROADWAY SURVEYED: 8th Street                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |                                                      |         |         | LOCATION: 13                                                                           |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| SURVEY LIMITS: 2nd Avenue to 3rd Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |                                                      |         |         | COLLECTOR: Jesus Nunez                                                                 |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| SURVEY DATE: Thursday, December 19, 2024                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                                                      |         |         | WEATHER: Sunny                                                                         |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| ROAD CONDITION: New                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                                                      |         |         | # OF LANES: 2                                                                          |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| SURVEY START TIME: 9:18:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| SURVEY END TIME: 11:18:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| STREET CLASSIFICATION: Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| POSTED SPEED: 25 MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| DIRECTION OF TRAFFIC: EB WB                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| CRITICAL SPEED<br>(85TH PERCENTILE)<br><br>32.6 MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         | 50TH PERCENTILE 15TH PERCENTILE<br><br>28 MPH 26 MPH |         |         | PACE SPEED<br><br>24 MPH TO 33 MPH<br>Below Pace In Pace Above Pace<br>5.3% 94.7% 0.0% |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| PRIMA FACIE SPEED LIMIT<br>25 MPH<br>14.0% COMPLYING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         | EXISTING SPEED LIMIT<br>25 MPH<br>14.0% COMPLYING    |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| DIRECTION OF COLLECTION<br><br>#Entries 57<br><br>NB/EB 23 40.4%<br>SB/WB 34 59.6%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| UNUSUAL CONDITIONS: None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| RECOMMENDED SPEED LIMIT: TBD MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| SPEED ZONE LIMITS: 25 MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |                                                      |         |         |                                                                                        |    |        |  |  |           |  |  |  |  |            |  |  |         |         |         |         |         |   |   |  |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |       |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |      |         |   |      |   |    |      |   |       |         |   |      |    |     |       |    |       |         |   |      |   |    |       |    |       |         |   |       |   |     |       |    |       |         |   |      |   |     |       |    |        |        |   |      |   |    |      |    |        |
| <div><div><div><div>Percent of Total Observations</div><div><div><div>Speed in Miles per Hour</div><div>0 &gt; 33</div><div>32 - 33</div><div>30 - 31</div><div>28 - 29</div><div>26 - 27</div><div>24 - 25</div><div>22 - 23</div><div>20 - 21</div><div>18 - 19</div><div>16 - 17</div><div>14 - 15</div><div>12 - 13</div><div>10 - 11</div><div>8 - 9</div><div>6 - 7</div><div>4 - 5</div><div>0 &lt; 4</div></div><div><div>0.0%</div><div>5.0%</div><div>10.0%</div><div>15.0%</div><div>20.0%</div><div>25.0%</div></div><div>Percent of Observations</div><div>SB/WB % NB/EB %</div></div></div><div><table><tr><th colspan="5">FREQUENCY</th><th colspan="3">CUMULATIVE</th></tr><tr><th>NB/EB #</th><th>NB/EB %</th><th>SB/WB #</th><th>SB/WB %</th><th>Total %</th><th>#</th><th>%</th><th></th></tr><tr><td>0 &lt; 4</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>4 - 5</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>6 - 7</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>8 - 9</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>10 - 11</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>12 - 13</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>14 - 15</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>16 - 17</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>18 - 19</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>20 - 21</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>0</td><td>0.0%</td></tr><tr><td>22 - 23</td><td>1</td><td>1.8%</td><td>2</td><td>4%</td><td>5.3%</td><td>3</td><td>5.3%</td></tr><tr><td>24 - 25</td><td>1</td><td>1.8%</td><td>4</td><td>7%</td><td>8.8%</td><td>8</td><td>14.0%</td></tr><tr><td>26 - 27</td><td>4</td><td>7.0%</td><td>12</td><td>21%</td><td>28.1%</td><td>24</td><td>42.1%</td></tr><tr><td>28 - 29</td><td>5</td><td>8.8%</td><td>4</td><td>7%</td><td>15.8%</td><td>33</td><td>57.9%</td></tr><tr><td>30 - 31</td><td>7</td><td>12.3%</td><td>6</td><td>11%</td><td>22.8%</td><td>46</td><td>80.7%</td></tr><tr><td>32 - 33</td><td>5</td><td>8.8%</td><td>6</td><td>11%</td><td>19.3%</td><td>57</td><td>100.0%</td></tr><tr><td>0 &gt; 33</td><td>0</td><td>0.0%</td><td>0</td><td>0%</td><td>0.0%</td><td>57</td><td>100.0%</td></tr></table></div></div></div> |         |                                                      |         |         |                                                                                        |    |        |  |  | 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% |
| 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                        |
| SURVEY LIMITS:         | 5th Avenue to Inter-Garrison Road |
| SURVEY DATE:           | Thursday, December 5, 2024        |
| ROAD CONDITION:        | Fair                              |
| 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                             |

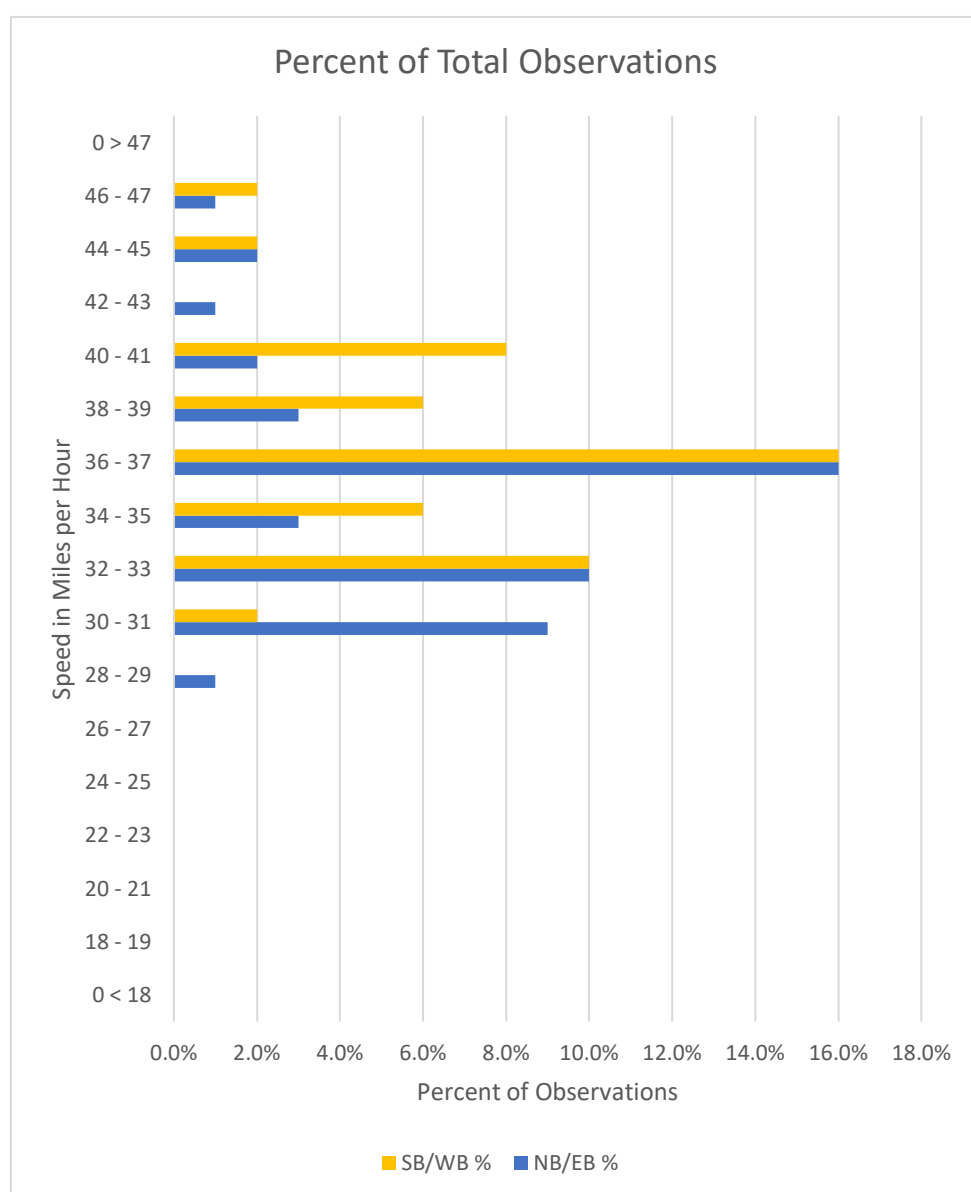
|             |             |
|-------------|-------------|
| LOCATION:   | 14          |
| COLLECTOR:  | Jesus Nunez |
| WEATHER:    | Sunny       |
| # OF LANES: | 2           |

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **40 MPH**



|         | FREQUENCY |         |         |         | Total % | CUMULATIVE |        |
|---------|-----------|---------|---------|---------|---------|------------|--------|
|         | NB/EB #   | NB/EB % | SB/WB # | SB/WB % |         | #          | %      |
| 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                      |

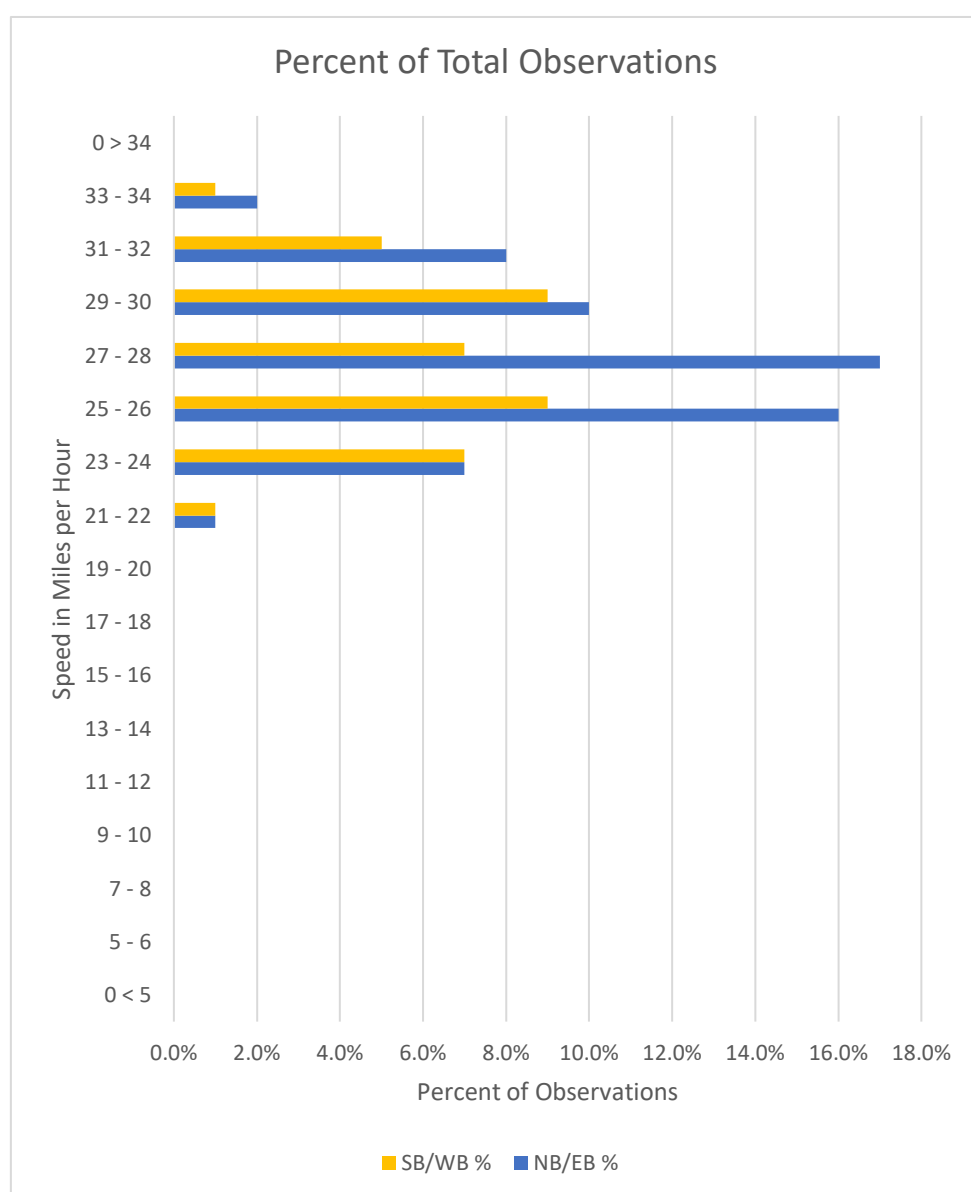
LOCATION: 15  
COLLECTOR: Jesus  
WEATHER: Sunny  
# OF LANES: 2

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

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                        |

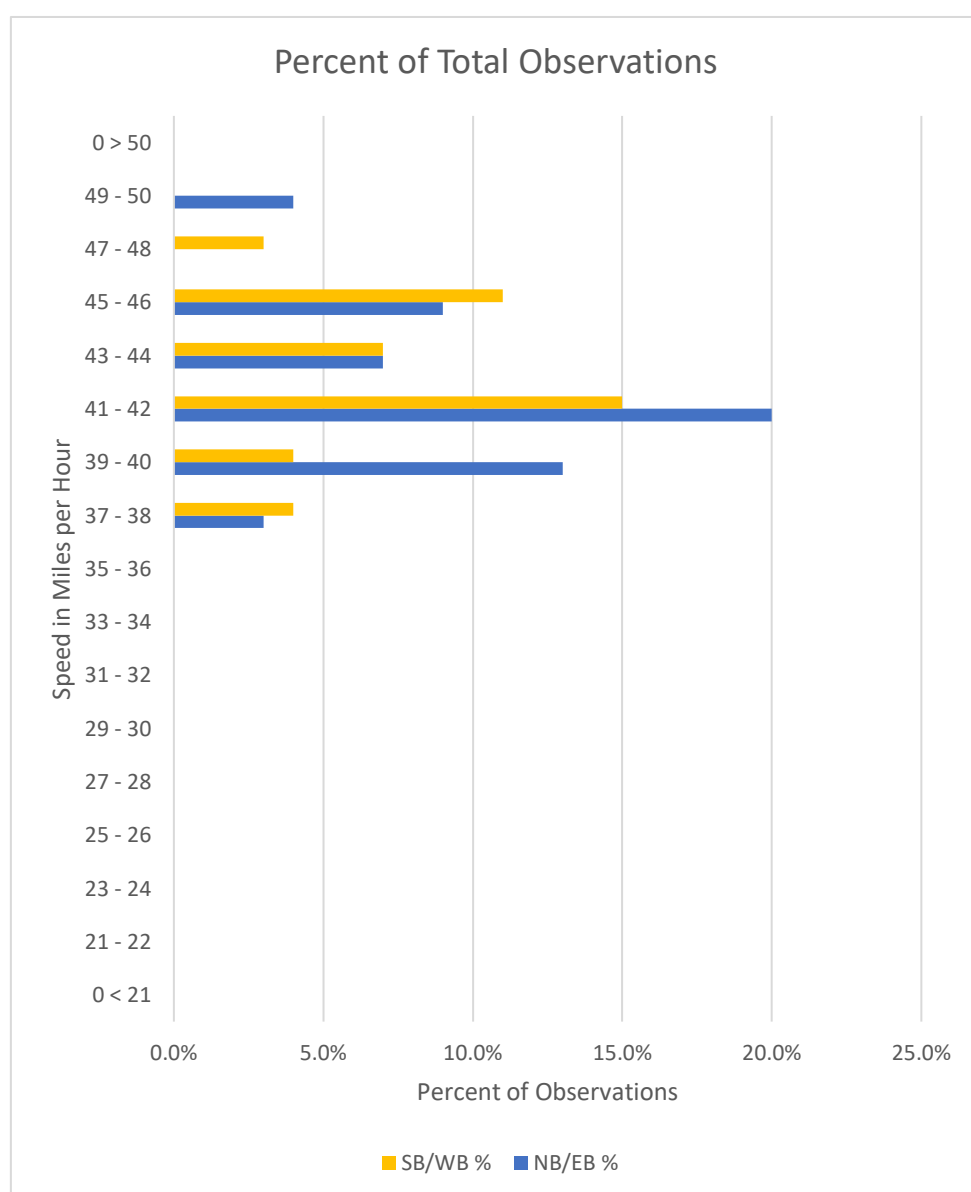
|             |             |
|-------------|-------------|
| LOCATION:   | 16          |
| COLLECTOR:  | Jesus Nunez |
| WEATHER:    | Sunny       |
| # OF LANES: | 4           |

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **45 MPH**



|         | FREQUENCY |         |         |         | Total % | CUMULATIVE |        |
|---------|-----------|---------|---------|---------|---------|------------|--------|
|         | NB/EB #   | NB/EB % | SB/WB # | SB/WB % |         | #          | %      |
| 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                       |

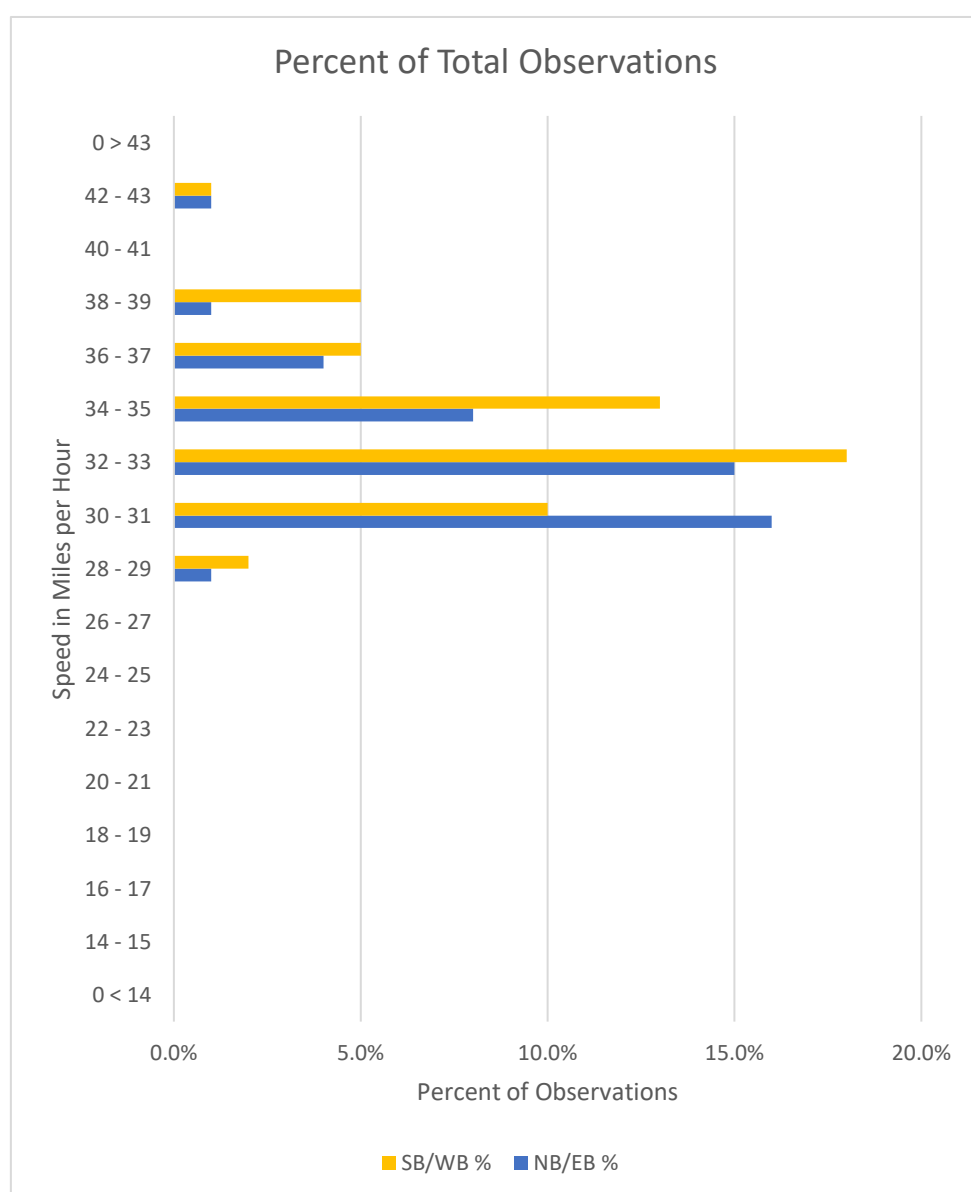
|             |             |
|-------------|-------------|
| LOCATION:   | 17          |
| COLLECTOR:  | Jesus Nunez |
| WEATHER:    | Sunny       |
| # OF LANES: | 3           |

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **35 MPH**



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

# IDAX RADAR SAMPLE SPEED SURVEY

|                        |                                         |
|------------------------|-----------------------------------------|
| ROADWAY SURVEYED:      | Beach Road                              |
| 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                                   |

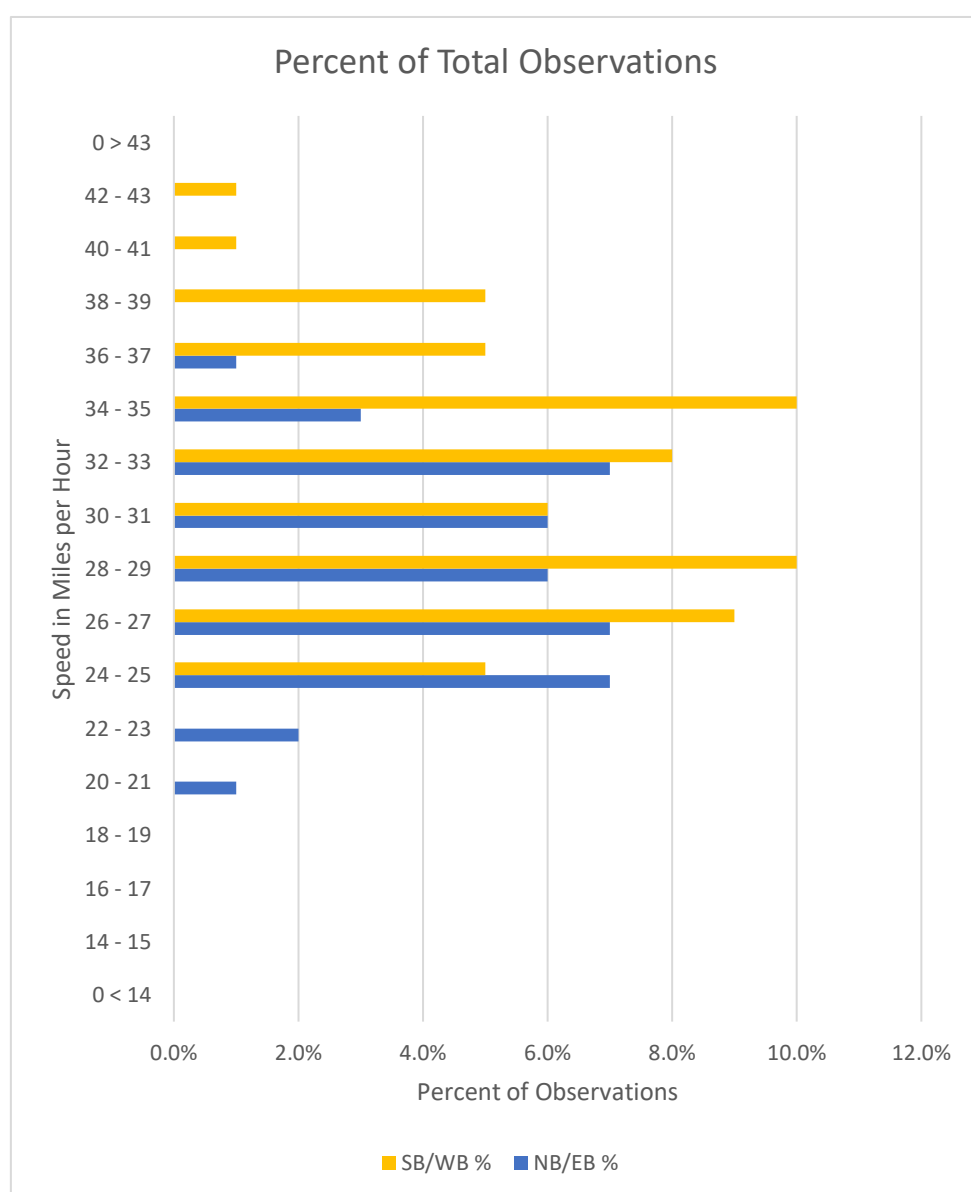
LOCATION: 18  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 3

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

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 | 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                          |

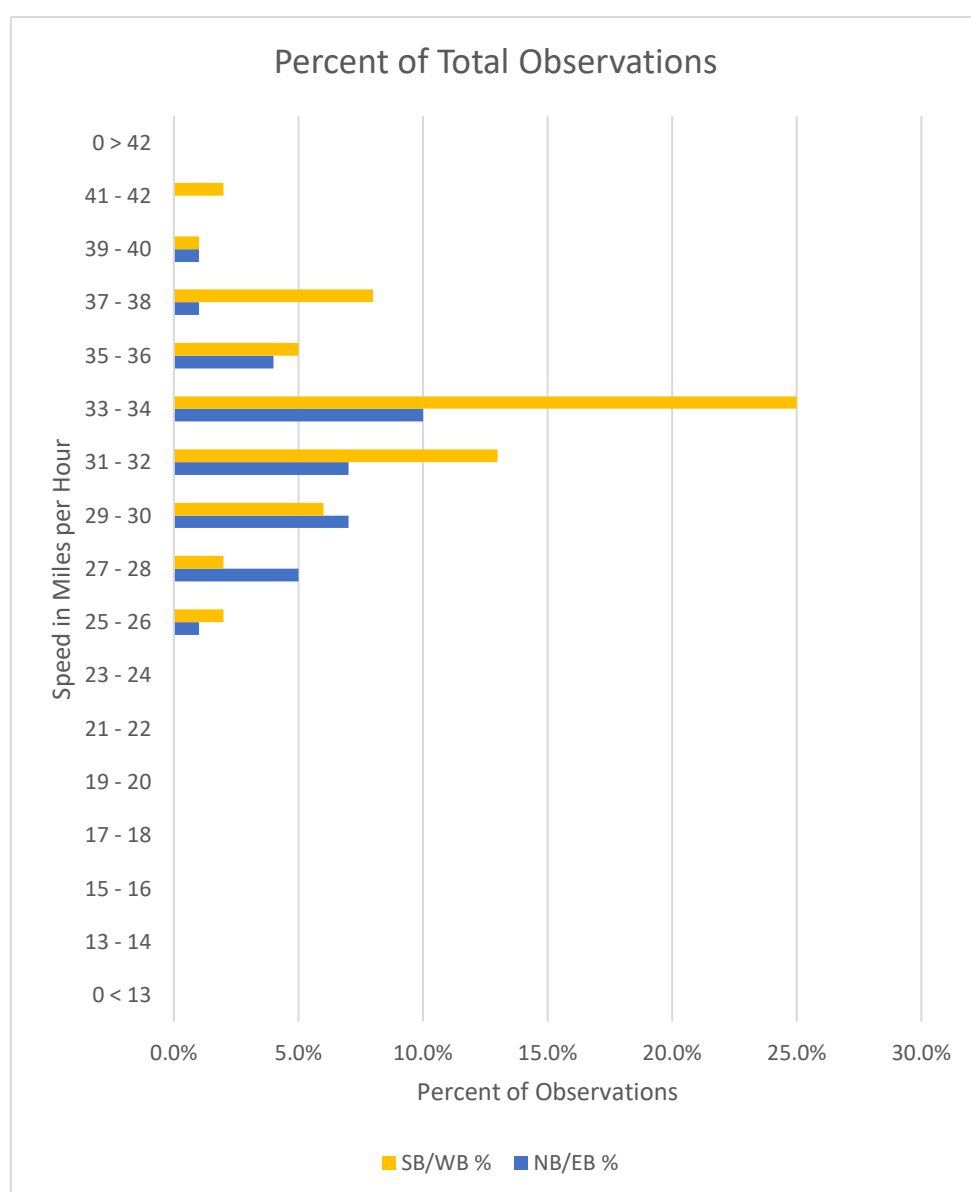
LOCATION: 19  
COLLECTOR: Jesus  
WEATHER: Sunny  
# OF LANES: 2

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

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                                |

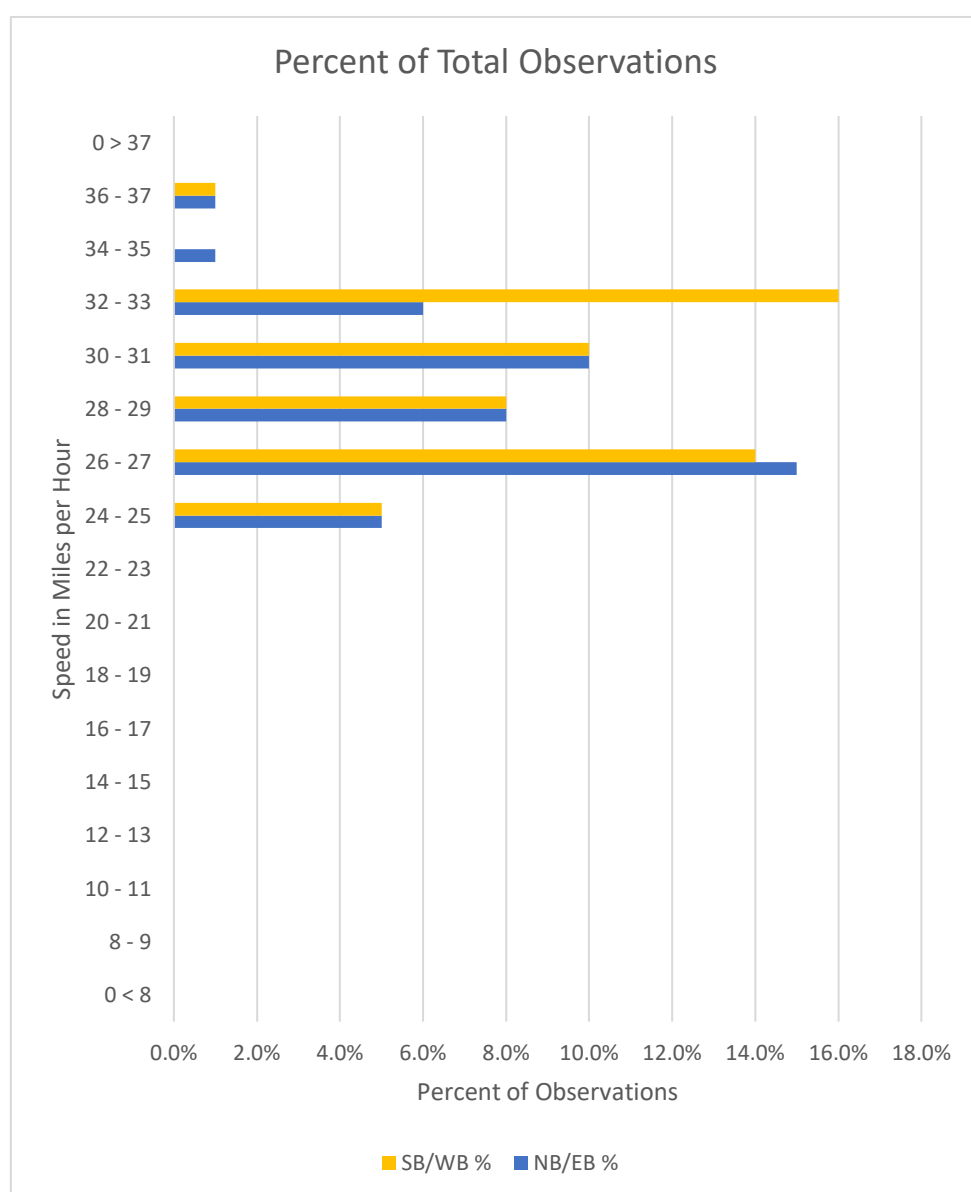
LOCATION: 20  
COLLECTOR: Jesus  
WEATHER: Sunny  
# OF LANES: 2

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

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 < 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                             |

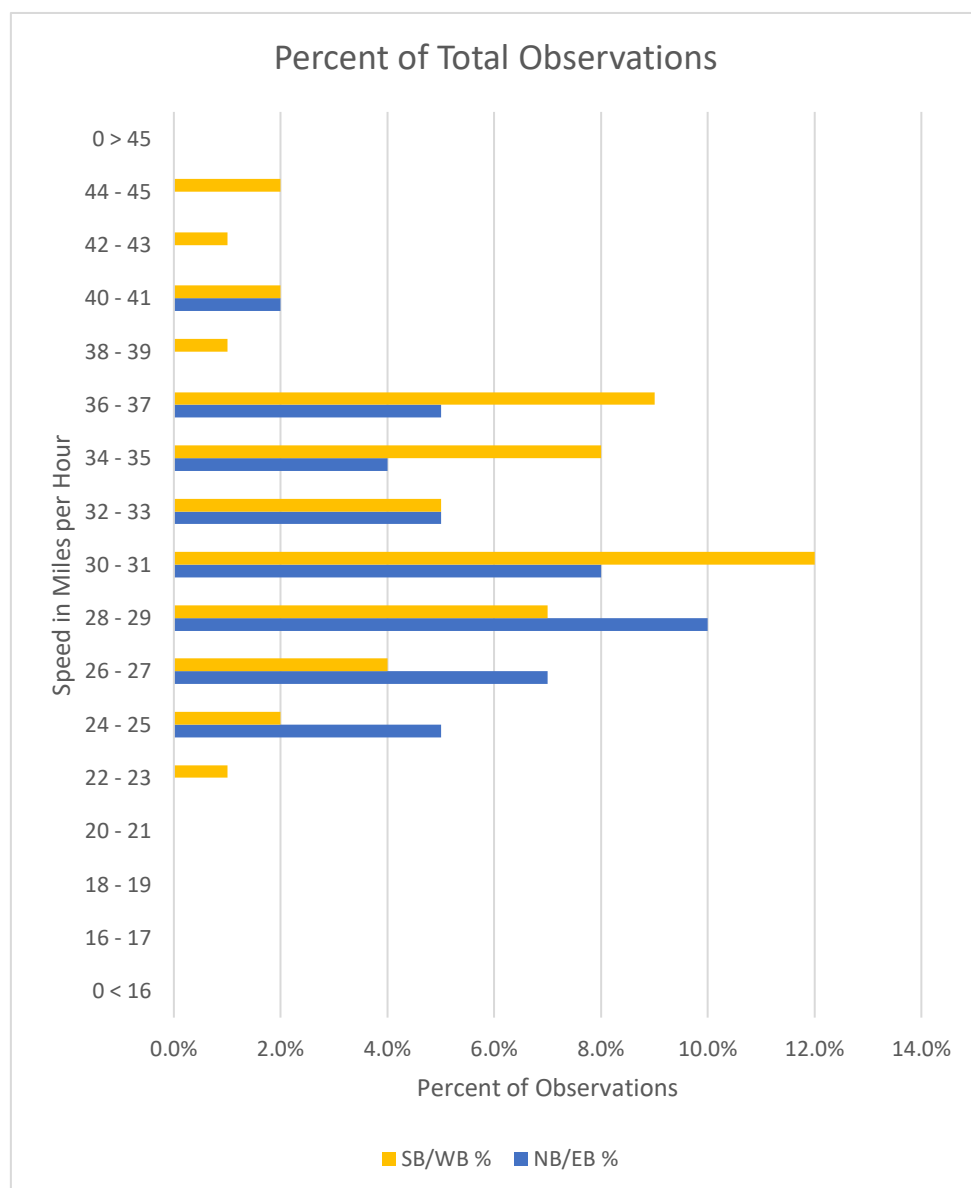
LOCATION: 21  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

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

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 < 16  | 0         | 0.0%    | 0       | 0%      | 0.0%    | 0          | 0.0%   |
| 16 - 17 | 0         | 0.0%    | 0       | 0%      | 0.0%    | 0          | 0.0%   |
| 18 - 19 | 0         | 0.0%    | 0       | 0%      | 0.0%    | 0          | 0.0%   |
| 20 - 21 | 0         | 0.0%    | 0       | 0%      | 0.0%    | 0          | 0.0%   |
| 22 - 23 | 0         | 0.0%    | 1       | 1%      | 1.0%    | 1          | 1.0%   |
| 24 - 25 | 5         | 5.0%    | 2       | 2%      | 7.0%    | 8          | 8.0%   |
| 26 - 27 | 7         | 7.0%    | 4       | 4%      | 11.0%   | 19         | 19.0%  |
| 28 - 29 | 10        | 10.0%   | 7       | 7%      | 17.0%   | 36         | 36.0%  |
| 30 - 31 | 8         | 8.0%    | 12      | 12%     | 20.0%   | 56         | 56.0%  |
| 32 - 33 | 5         | 5.0%    | 5       | 5%      | 10.0%   | 66         | 66.0%  |
| 34 - 35 | 4         | 4.0%    | 8       | 8%      | 12.0%   | 78         | 78.0%  |
| 36 - 37 | 5         | 5.0%    | 9       | 9%      | 14.0%   | 92         | 92.0%  |
| 38 - 39 | 0         | 0.0%    | 1       | 1%      | 1.0%    | 93         | 93.0%  |
| 40 - 41 | 2         | 2.0%    | 2       | 2%      | 4.0%    | 97         | 97.0%  |
| 42 - 43 | 0         | 0.0%    | 1       | 1%      | 1.0%    | 98         | 98.0%  |
| 44 - 45 | 0         | 0.0%    | 2       | 2%      | 2.0%    | 100        | 100.0% |
| 0 > 45  | 0         | 0.0%    | 0       | 0%      | 0.0%    | 100        | 100.0% |

# IDAX RADAR SAMPLE SPEED SURVEY

|                        |                                     |
|------------------------|-------------------------------------|
| ROADWAY SURVEYED:      | Cardoza Avenue                      |
| 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                               |

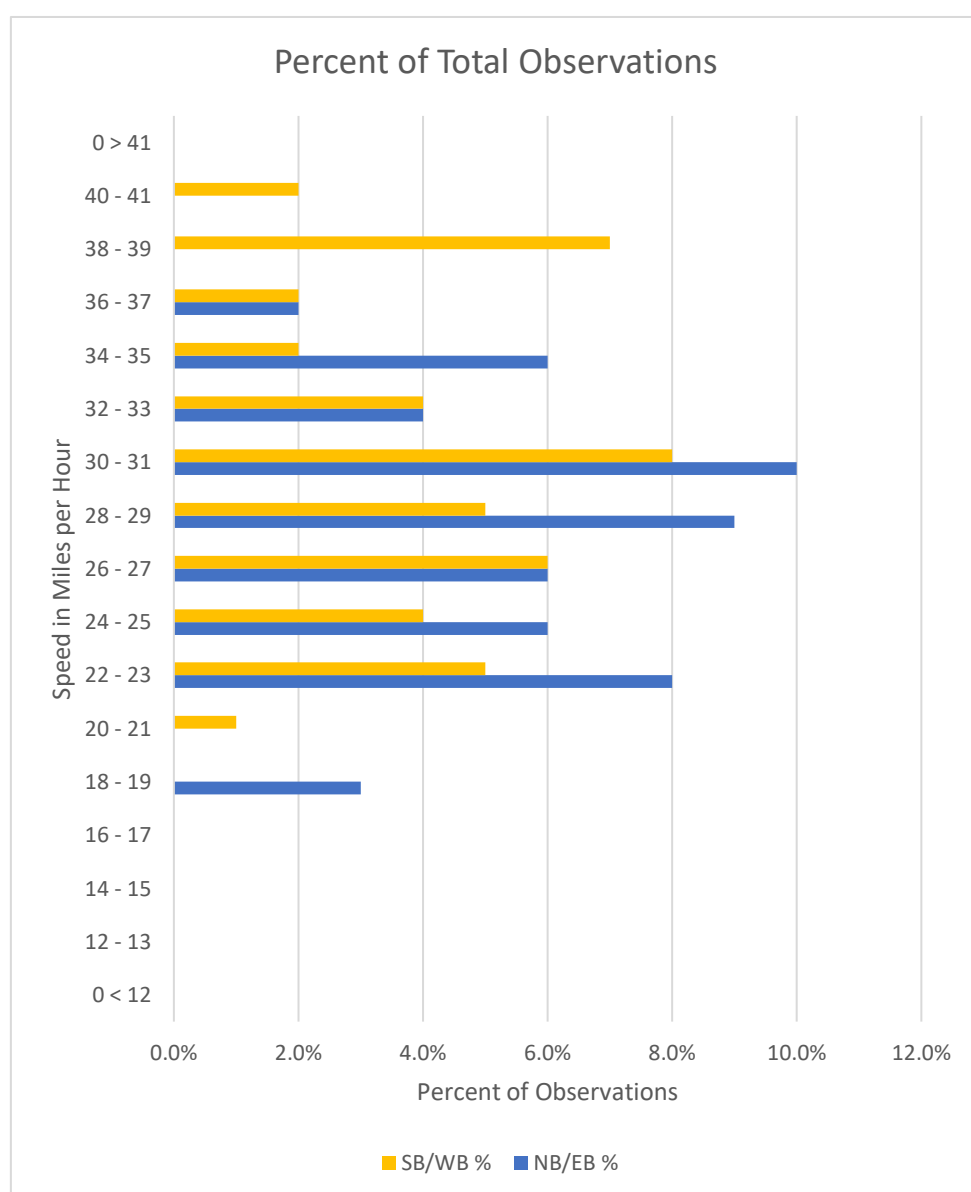
LOCATION: 22  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 3

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

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                                 |

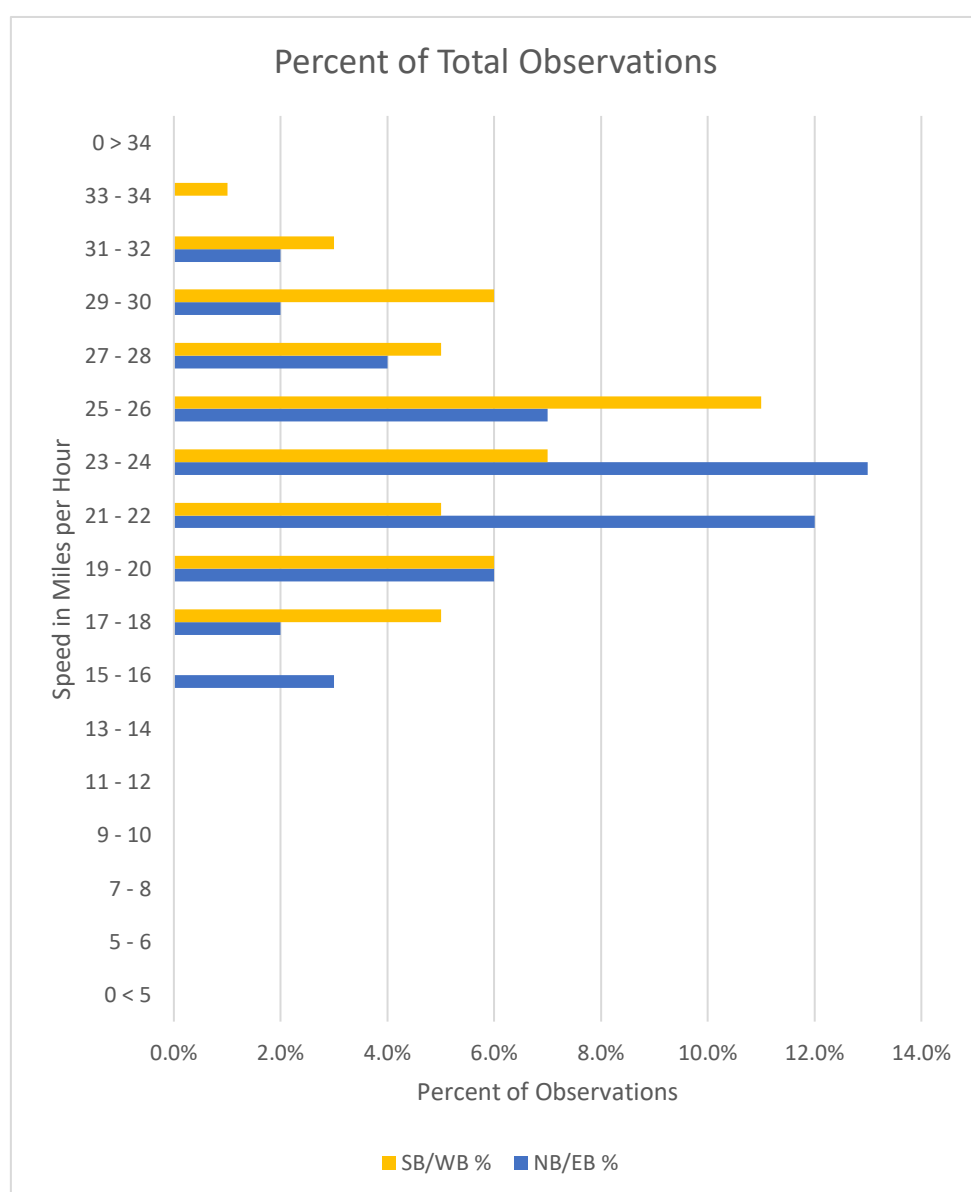
LOCATION: 23  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 2

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

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                             |

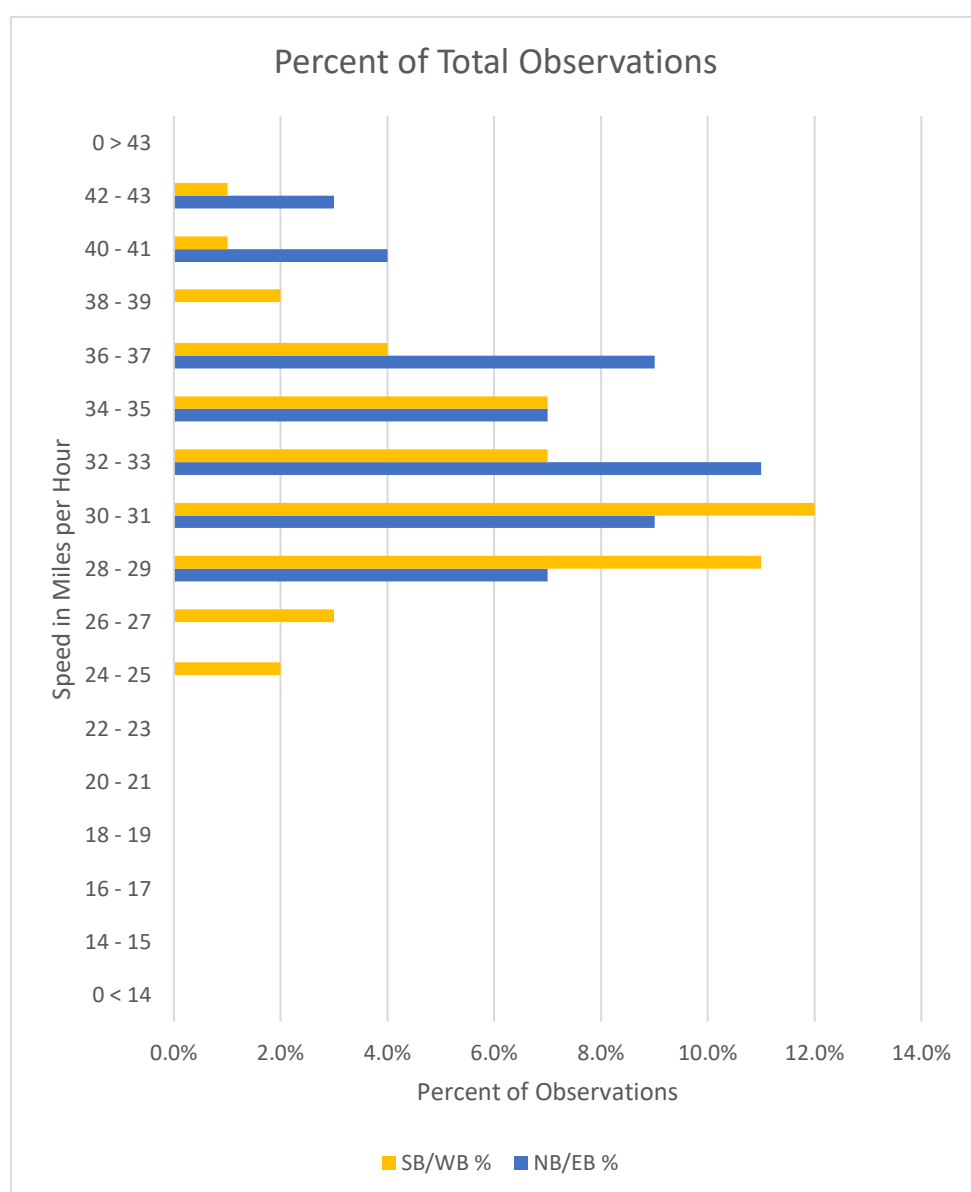
LOCATION: 24  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

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

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%    | 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                              |

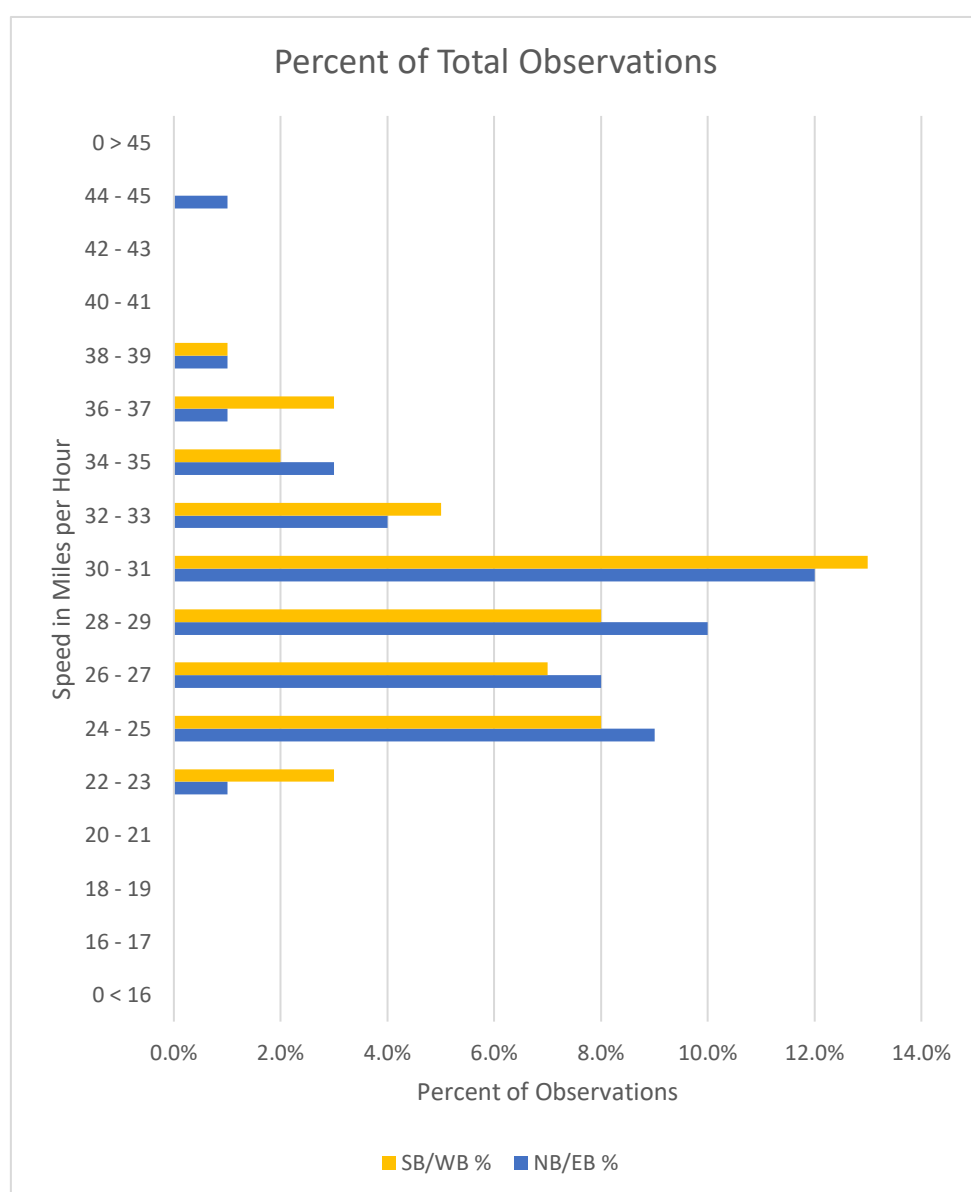
LOCATION: 25  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

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

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 < 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                              |

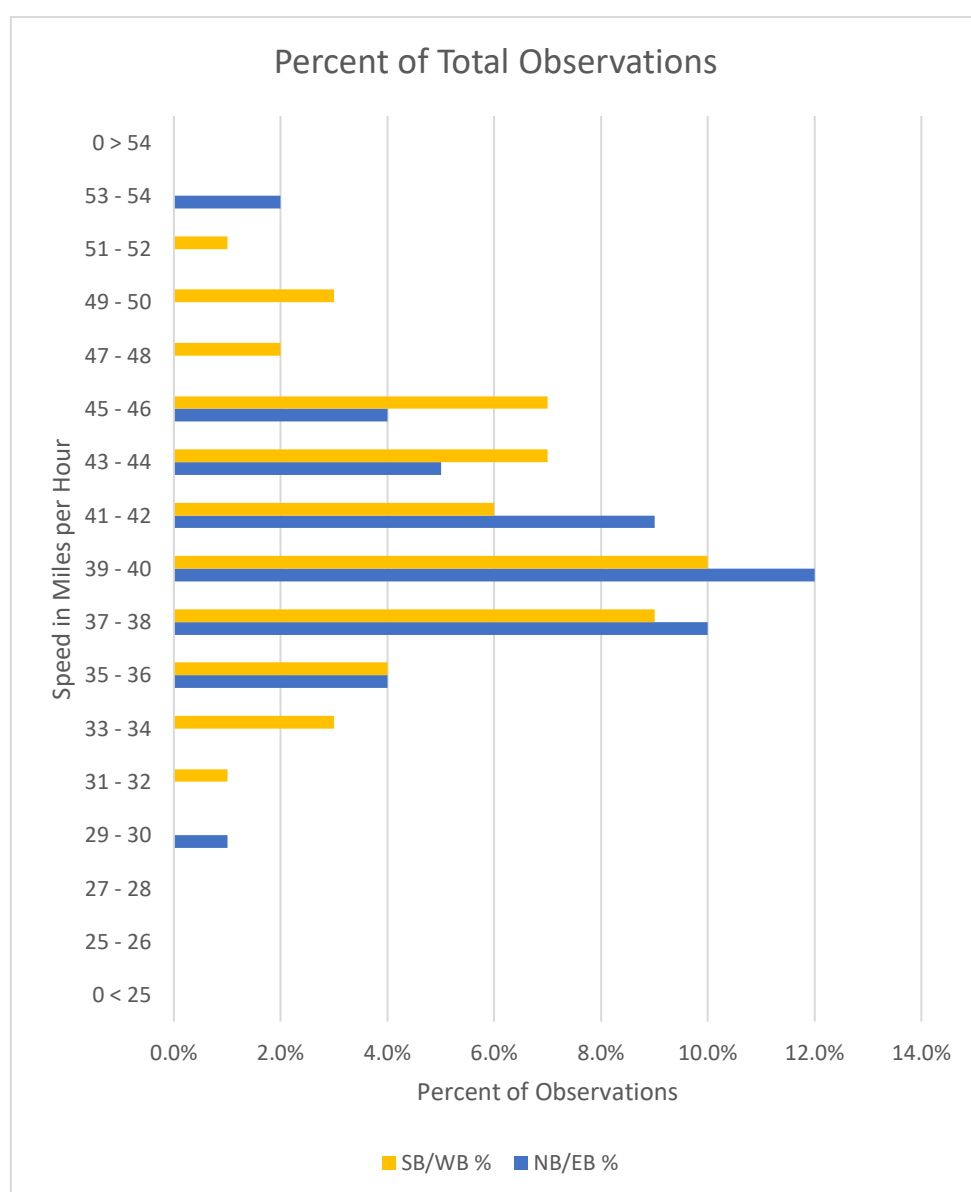
LOCATION: 26  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

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

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                       |

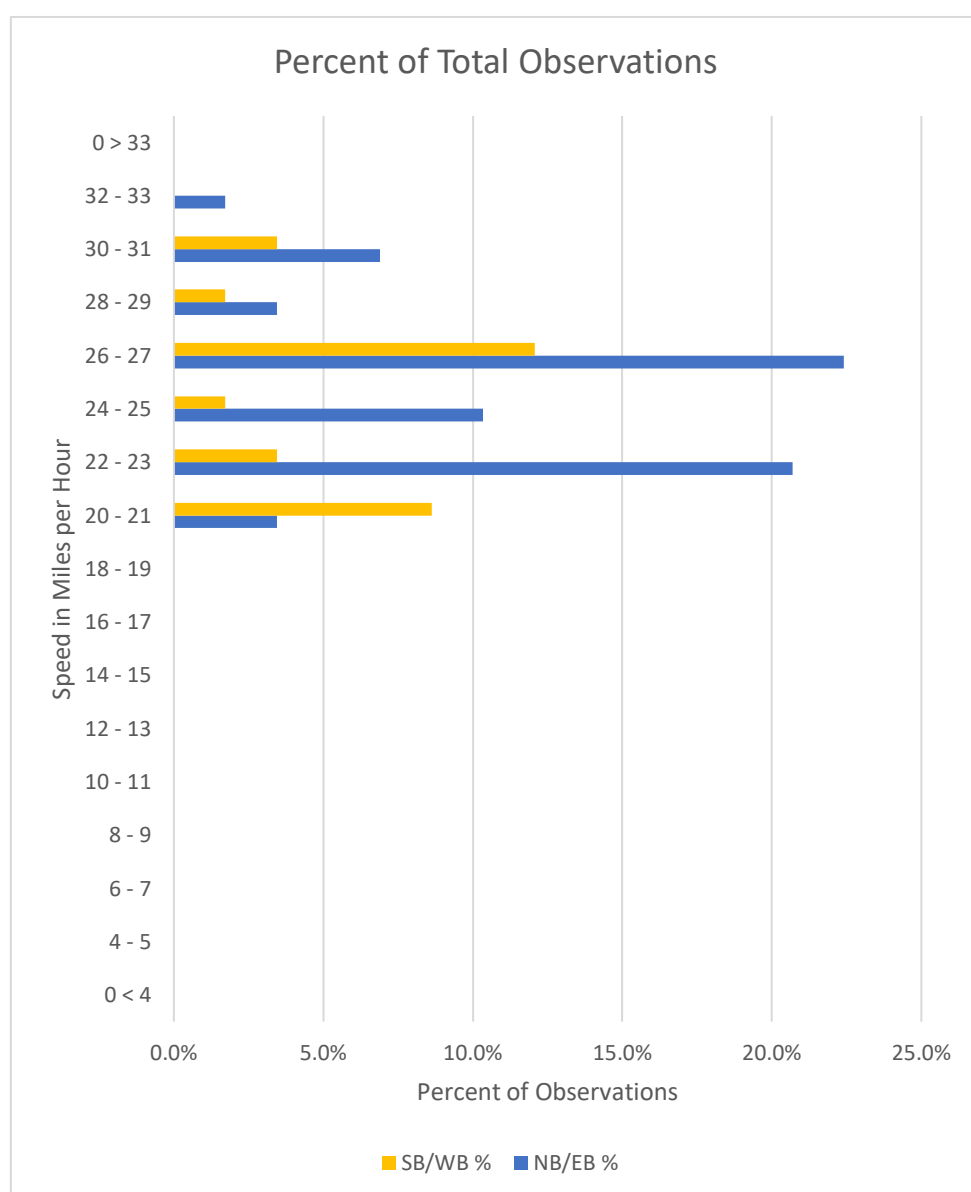
LOCATION: 27  
COLLECTOR: Jesus  
WEATHER: Sunny  
# OF LANES: 2

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **30 MPH**



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

# IDAX RADAR SAMPLE SPEED SURVEY

|                        |                                          |
|------------------------|------------------------------------------|
| ROADWAY SURVEYED:      | Reindollar Avenue                        |
| 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                                    |

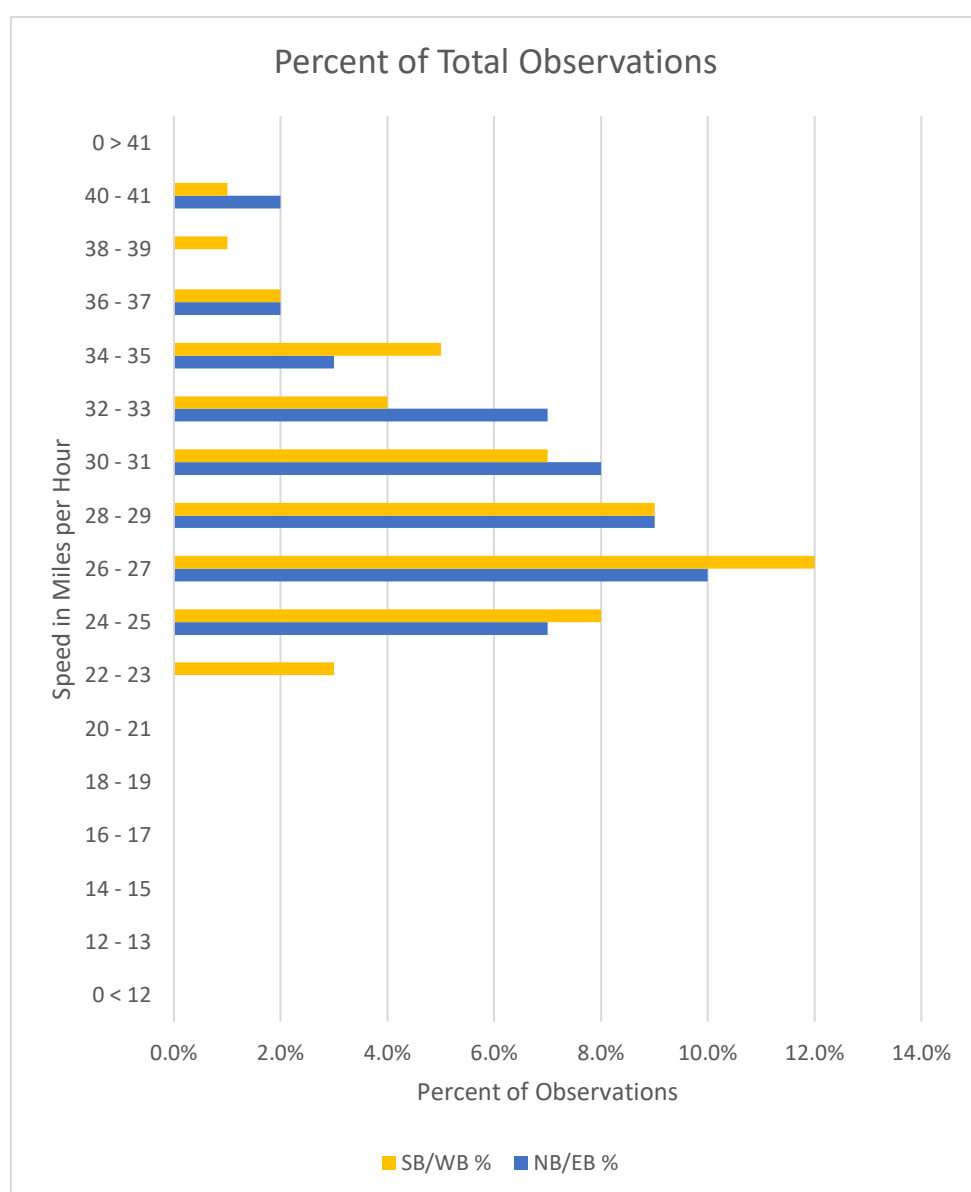
LOCATION: 28  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

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

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 < 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                              |

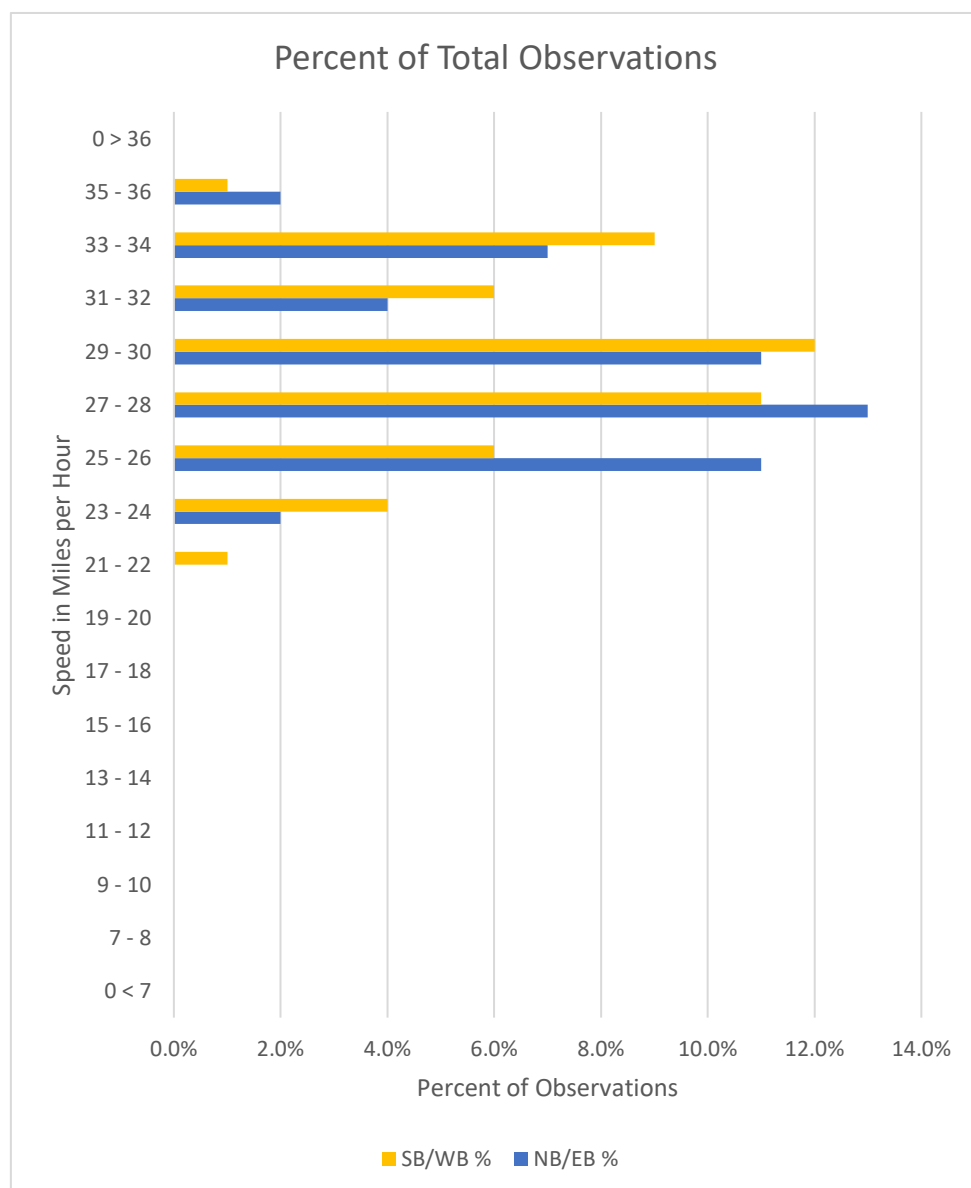
LOCATION: 29  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

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

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **30 MPH**



|         | FREQUENCY |         |         |         | CUMULATIVE |     |        |
|---------|-----------|---------|---------|---------|------------|-----|--------|
|         | NB/EB #   | NB/EB % | SB/WB # | SB/WB % | Total %    | #   | %      |
| 0 < 7   | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 7 - 8   | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 9 - 10  | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 11 - 12 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 13 - 14 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 15 - 16 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 17 - 18 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 19 - 20 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 21 - 22 | 0         | 0.0%    | 1       | 1%      | 1.0%       | 1   | 1.0%   |
| 23 - 24 | 2         | 2.0%    | 4       | 4%      | 6.0%       | 7   | 7.0%   |
| 25 - 26 | 11        | 11.0%   | 6       | 6%      | 17.0%      | 24  | 24.0%  |
| 27 - 28 | 13        | 13.0%   | 11      | 11%     | 24.0%      | 48  | 48.0%  |
| 29 - 30 | 11        | 11.0%   | 12      | 12%     | 23.0%      | 71  | 71.0%  |
| 31 - 32 | 4         | 4.0%    | 6       | 6%      | 10.0%      | 81  | 81.0%  |
| 33 - 34 | 7         | 7.0%    | 9       | 9%      | 16.0%      | 97  | 97.0%  |
| 35 - 36 | 2         | 2.0%    | 1       | 1%      | 3.0%       | 100 | 100.0% |
| 0 > 36  | 0         | 0.0%    | 0       | 0%      | 0.0%       | 100 | 100.0% |

# IDAX RADAR SAMPLE SPEED SURVEY

|                        |                                          |
|------------------------|------------------------------------------|
| ROADWAY SURVEYED:      | Carmel Avenue                            |
| 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                                    |

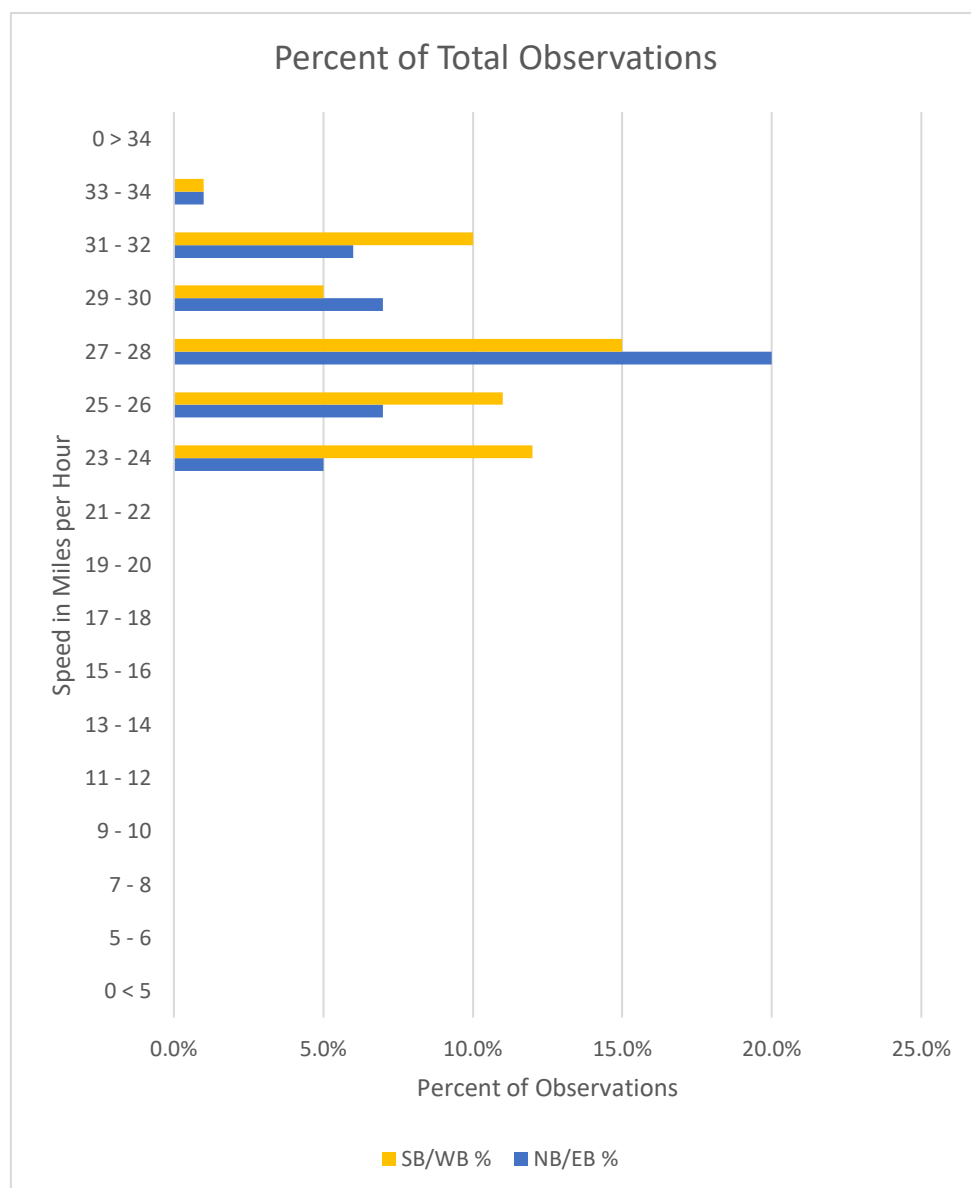
LOCATION: 30  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 2

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

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                               |

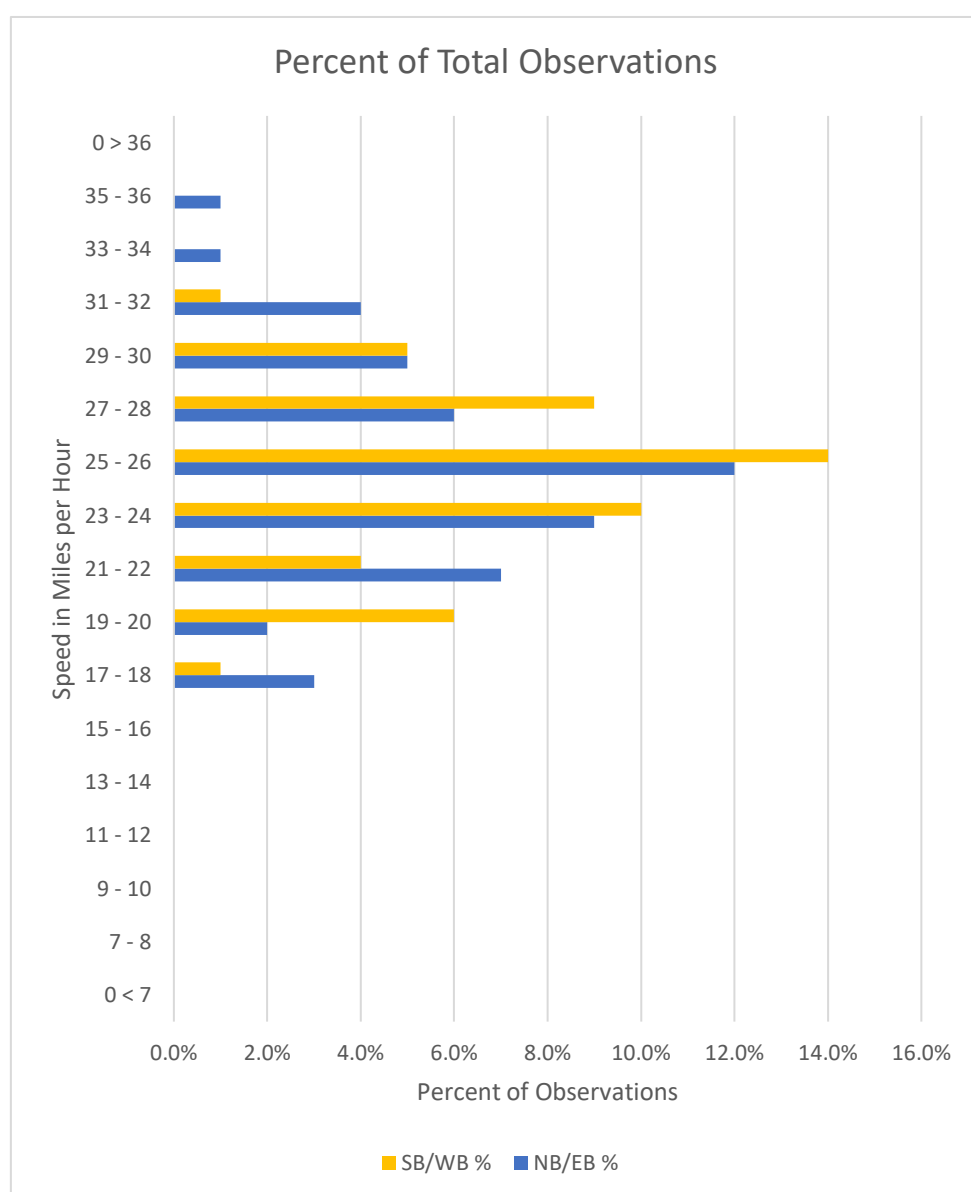
LOCATION: 31  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                               |                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>29 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>25 MPH</div> <div>15TH PERCENTILE</div> <div>22 MPH</div> | <div>PACE SPEED</div> <div>22 MPH</div> <div>Below Pace<br/>13.0%</div> <div>TO</div> <div>In Pace<br/>85.0%</div> <div>31 MPH</div> <div>Above Pace<br/>2.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>56.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>25 MPH</div> <div>56.0% COMPLYING</div>                  |                                                                                                                                                                     |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5050.0%</div> <div>SB/WB5050.0%</div> |                                                                                               |                                                                                                                                                                     |

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 < 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                    |
| SURVEY LIMITS:         | Carmel Avenue to Reservation Road |
| SURVEY DATE:           | Tuesday, December 10, 2024        |
| ROAD CONDITION:        | Poor                              |
| 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                             |

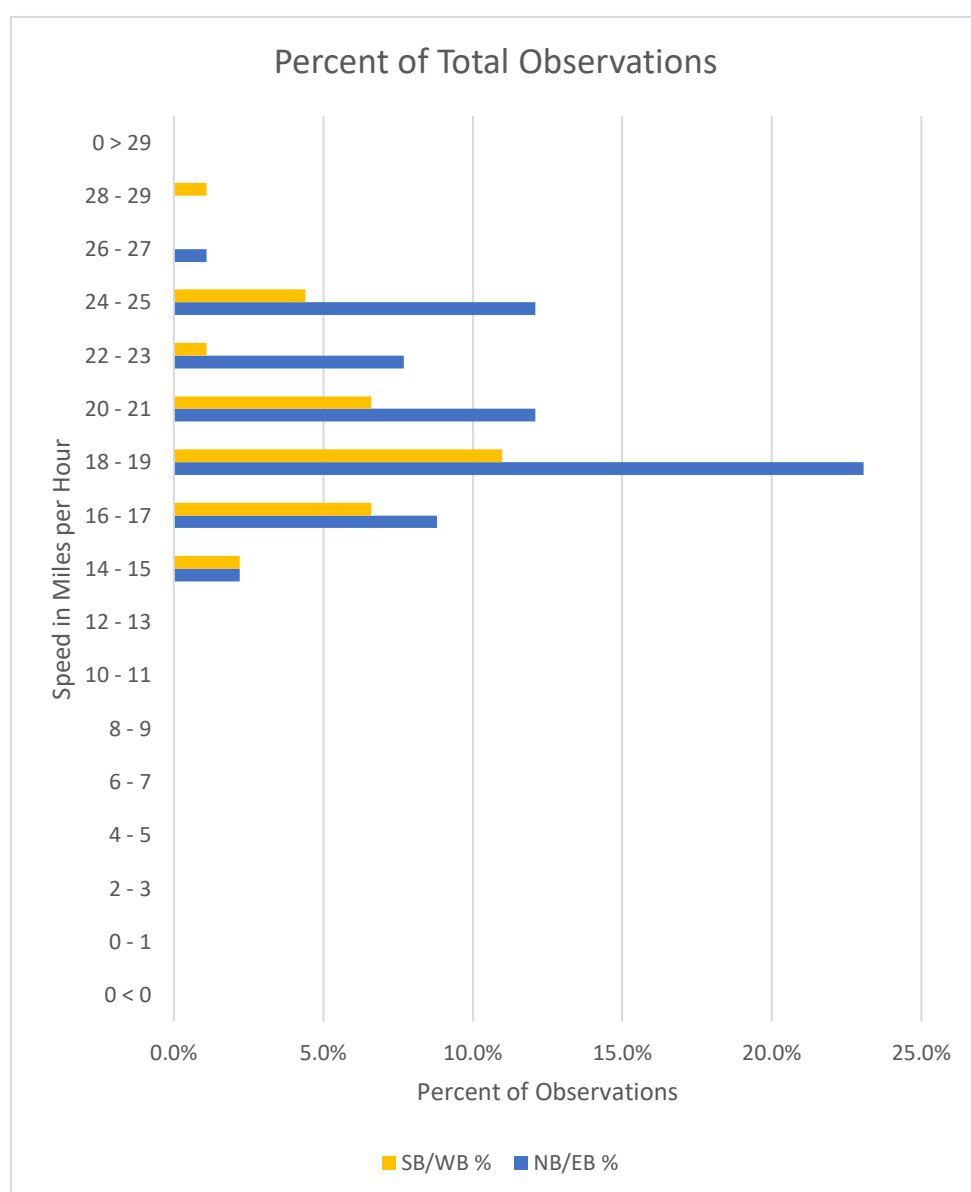
LOCATION: 32  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

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

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                               |

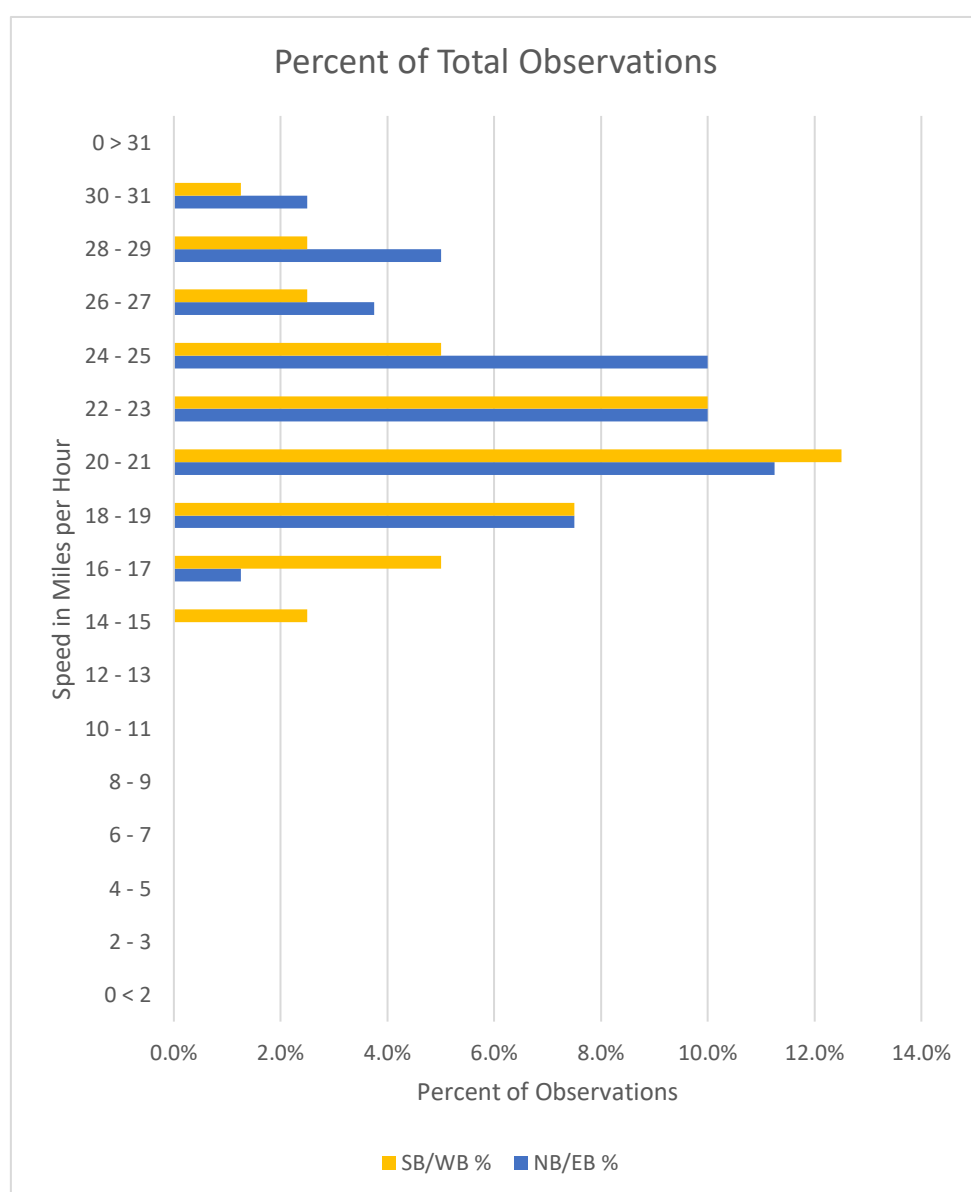
LOCATION: 33  
COLLECTOR: Josh  
WEATHER: Sunny  
# OF LANES: 2

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

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 < 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                                   |

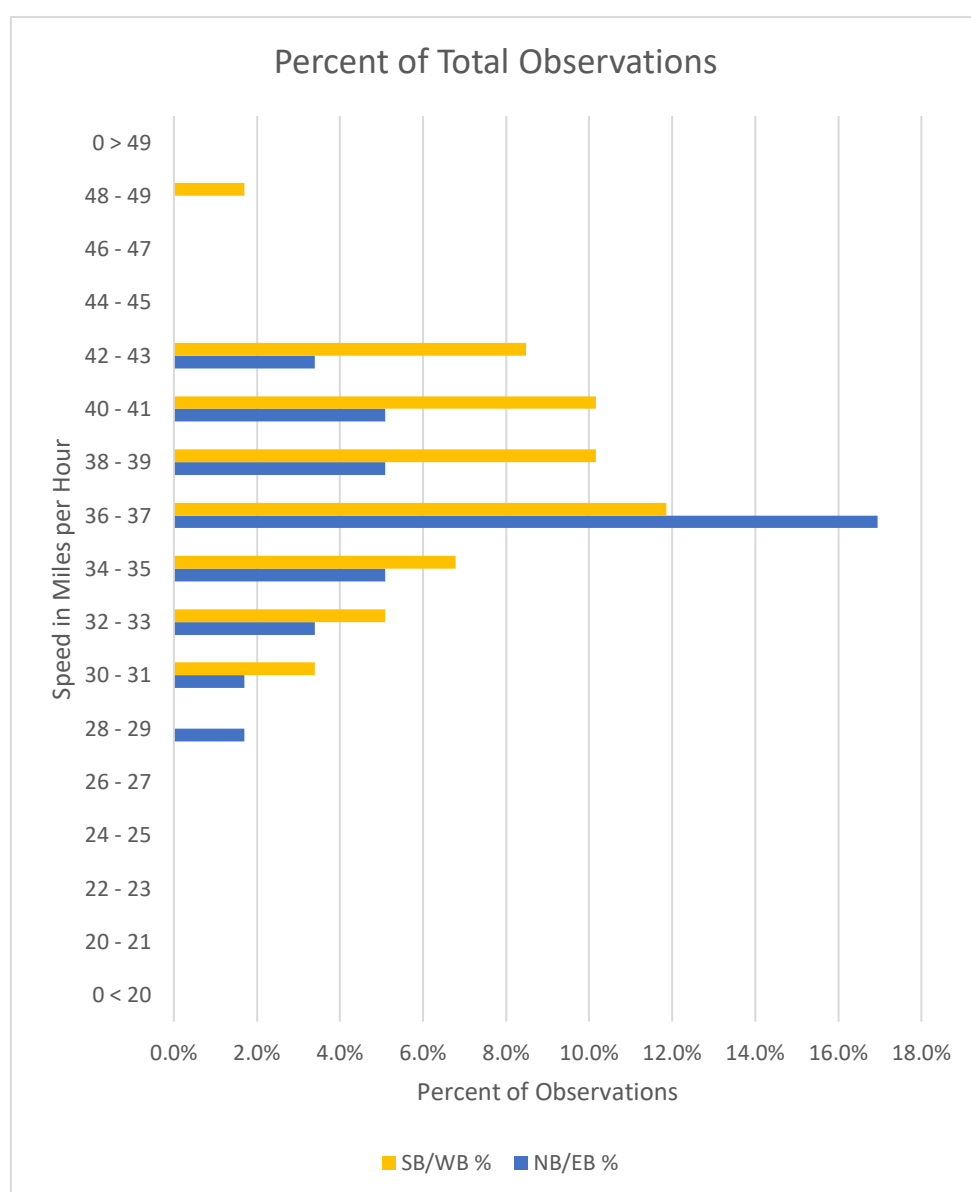
LOCATION: 34  
COLLECTOR: Jesus  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                                                                                      |                                                                                             |                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>41 MPH</div>                                                                                                    | <div>50TH PERCENTILE</div> <div>37 MPH</div> <div>15TH PERCENTILE</div> <div>33.7 MPH</div> | <div>PACE SPEED</div> <div>34 MPH</div> <div>Below Pace</div> <div>15.3%</div> <div>TO</div> <div>In Pace</div> <div>83.1%</div> <div>43 MPH</div> <div>Above Pace</div> <div>1.7%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>0.0% COMPLYING</div>                                                                                       | <div>EXISTING SPEED LIMIT</div> <div>40 MPH</div> <div>78.0% COMPLYING</div>                |                                                                                                                                                                                          |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries</div> <div>59</div> <div>NB/EB</div> <div>25</div> <div>42.4%</div> <div>SB/WB</div> <div>34</div> <div>57.6%</div> |                                                                                             |                                                                                                                                                                                          |

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                               |

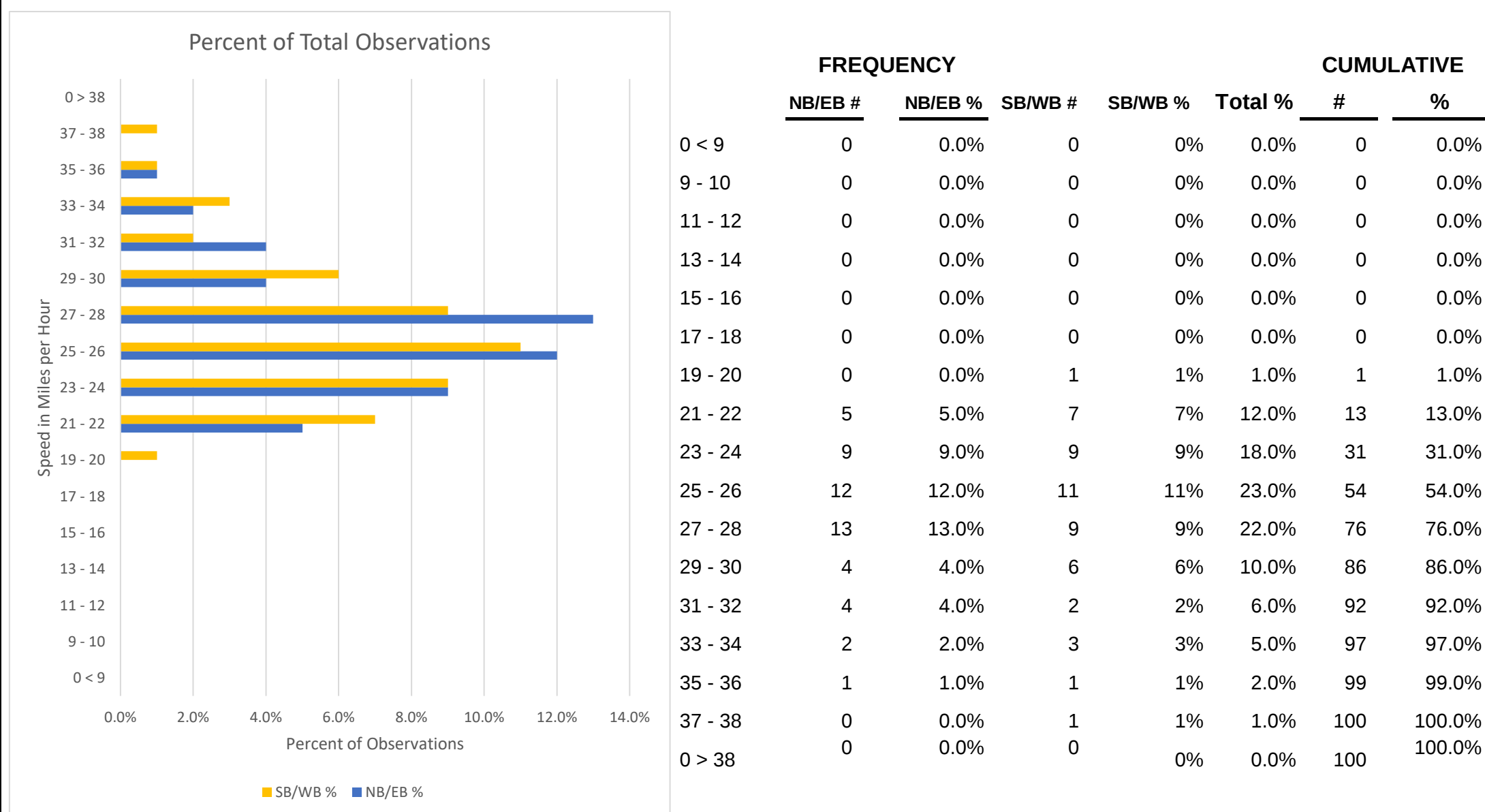
LOCATION: 35  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                               |                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>30 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>26 MPH</div> <div>15TH PERCENTILE</div> <div>23 MPH</div> | <div>PACE SPEED</div> <div>22 MPH</div> <div>Below Pace</div> <div>4.0%</div> <div>TO</div> <div>In Pace</div> <div>88.0%</div> <div>31 MPH</div> <div>Above Pace</div> <div>8.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>40.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>25 MPH</div> <div>40.0% COMPLYING</div>                  |                                                                                                                                                                                         |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5050.0%</div> <div>SB/WB5050.0%</div> |                                                                                               |                                                                                                                                                                                         |

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



# 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                              |

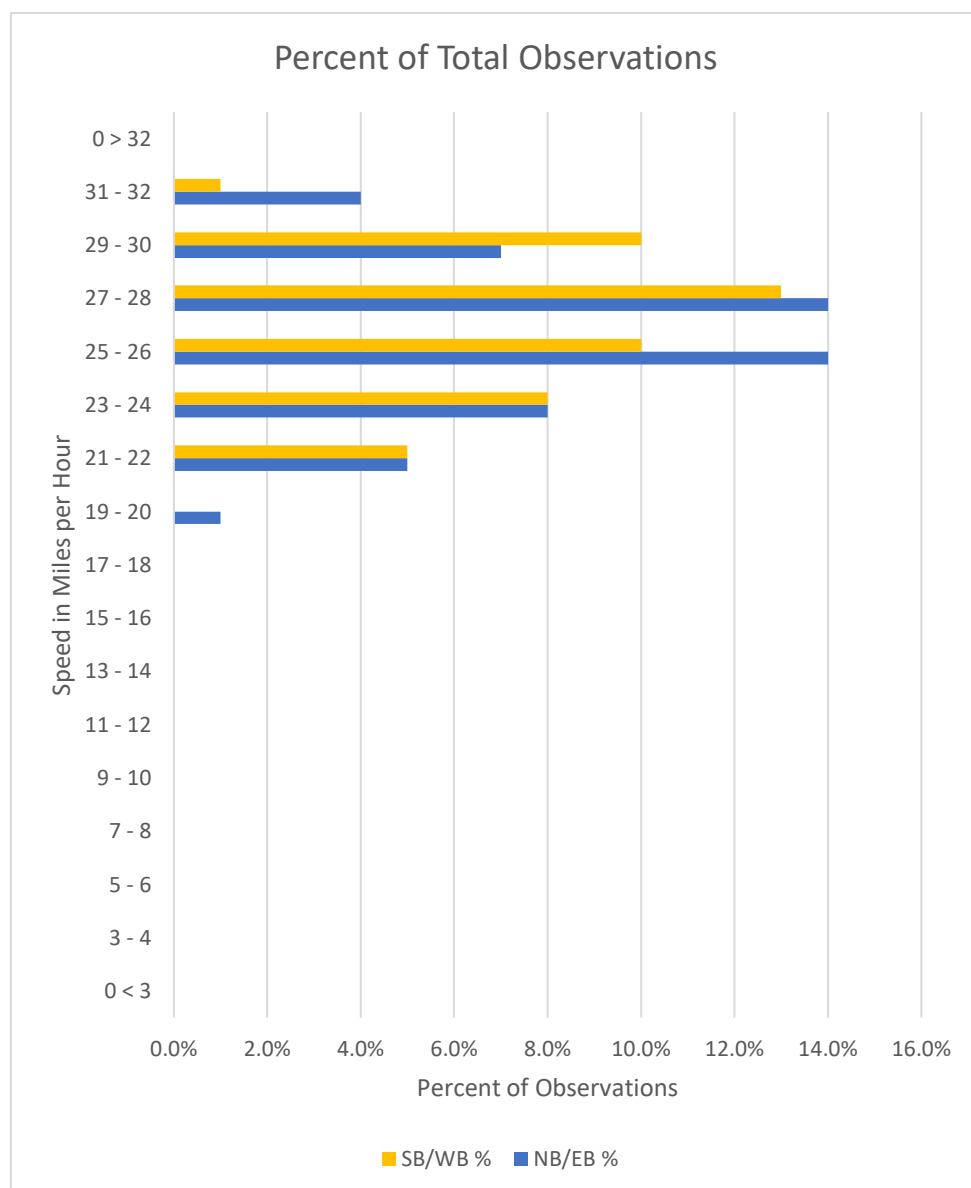
LOCATION: 36  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                               |                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>29 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>26 MPH</div> <div>15TH PERCENTILE</div> <div>23 MPH</div> | <div>PACE SPEED</div> <div>21 MPH</div> <div>Below Pace</div> <div>1.0%</div> <div>TO</div> <div>In Pace</div> <div>94.0%</div> <div>30 MPH</div> <div>Above Pace</div> <div>5.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>38.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>25 MPH</div> <div>38.0% COMPLYING</div>                  |                                                                                                                                                                                         |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5353.0%</div> <div>SB/WB4747.0%</div> |                                                                                               |                                                                                                                                                                                         |

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 < 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                             |

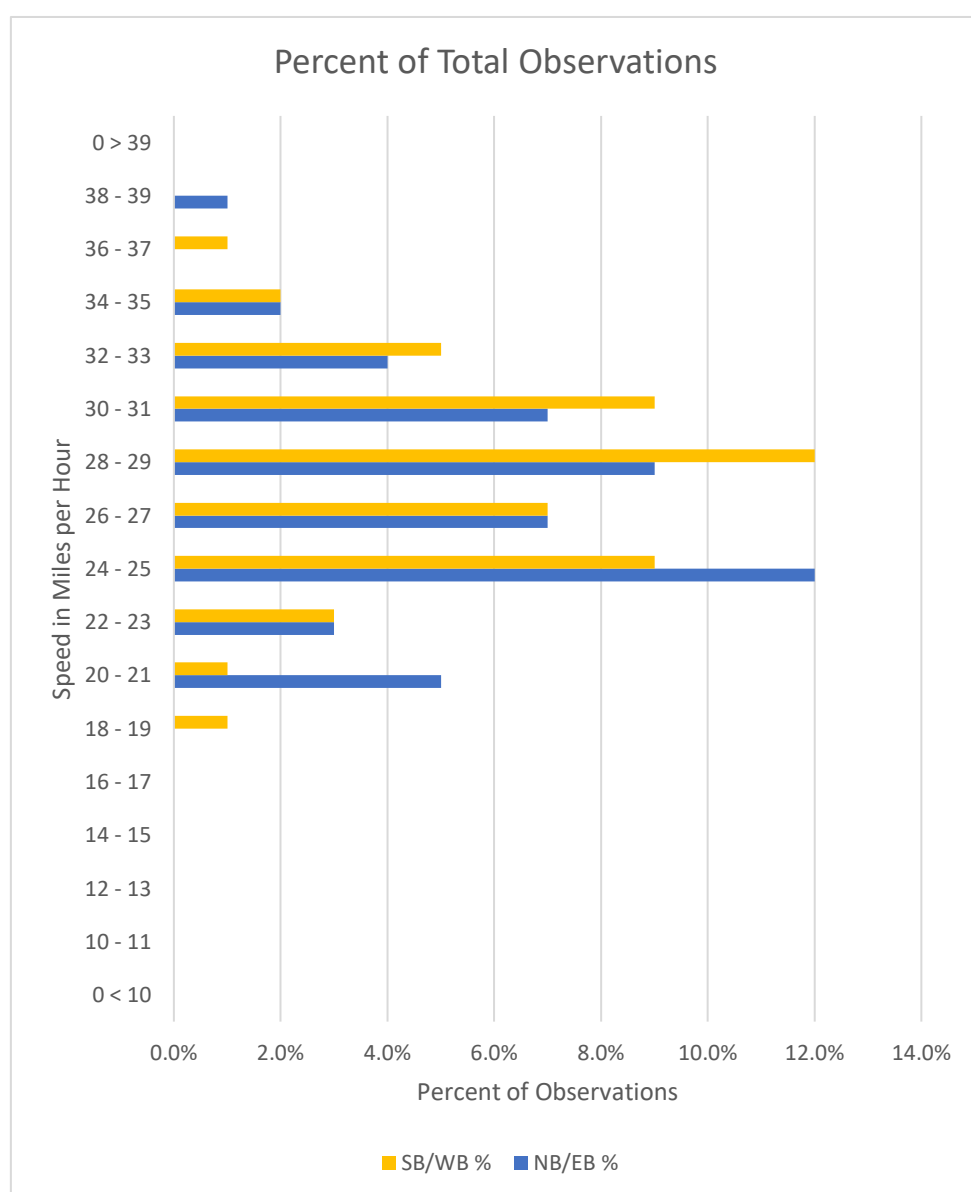
LOCATION: 37  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                           |                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>31.15 MPH</div>                                      | <div>50TH PERCENTILE</div> <div>28 MPH</div> <div>15TH PERCENTILE</div> <div>24 MPH</div> | <div>PACE SPEED</div> <div>23 MPH</div> <div>Below Pace</div> <div>11.0%</div> <div>TO</div> <div>In Pace</div> <div>81.0%</div> <div>32 MPH</div> <div>Above Pace</div> <div>8.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>34.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>30 MPH</div> <div>76.0% COMPLYING</div>              |                                                                                                                                                                                          |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5050.0%</div> <div>SB/WB5050.0%</div> |                                                                                           |                                                                                                                                                                                          |

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                              |

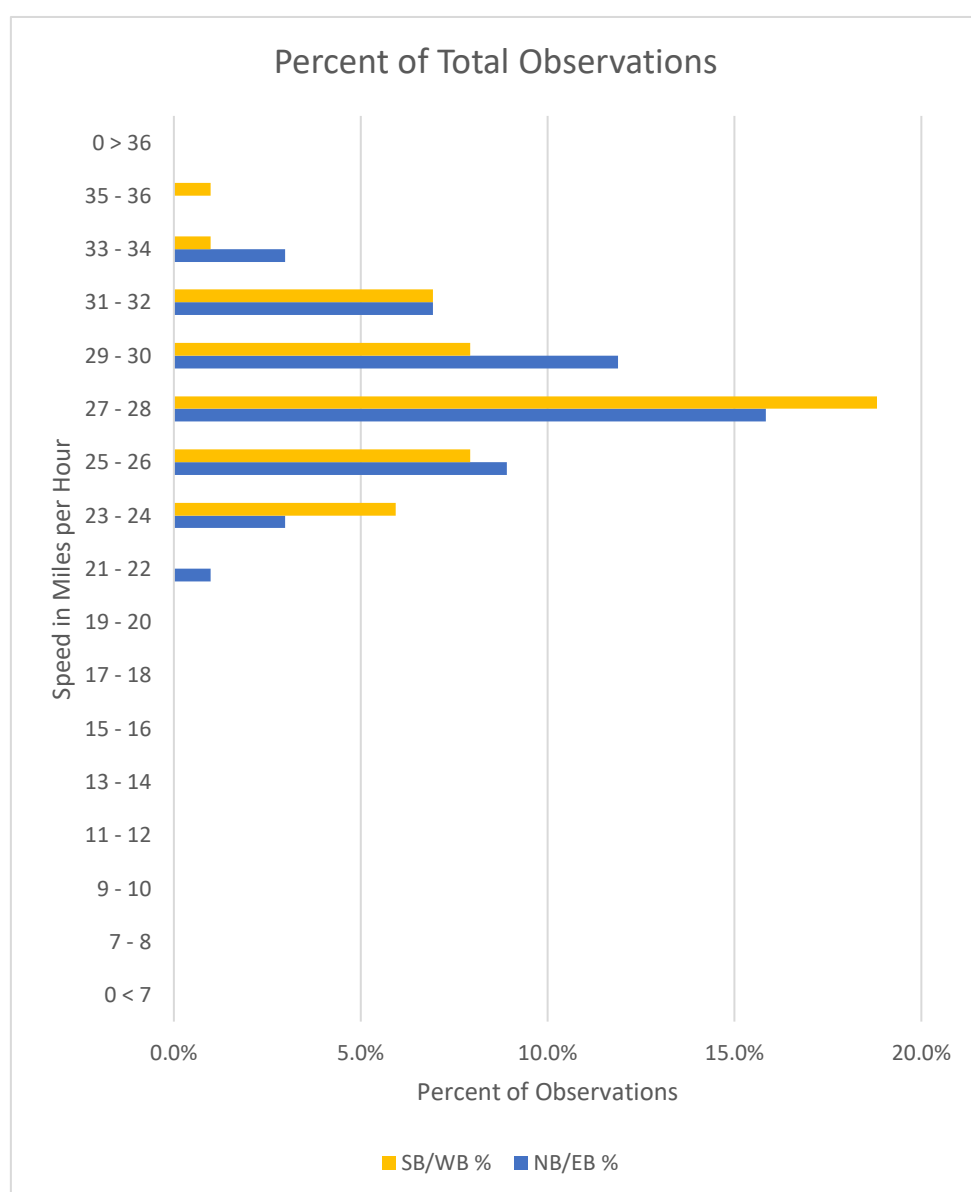
LOCATION: 38  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                           |                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>31 MPH</div>                                         | <div>50TH PERCENTILE</div> <div>28 MPH</div> <div>15TH PERCENTILE</div> <div>25 MPH</div> | <div>PACE SPEED</div> <div>23 MPH</div> <div>Below Pace</div> <div>1.0%</div> <div>TO</div> <div>In Pace</div> <div>94.1%</div> <div>32 MPH</div> <div>Above Pace</div> <div>5.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>16.8% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>25 MPH</div> <div>16.8% COMPLYING</div>              |                                                                                                                                                                                         |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries101</div> <div>NB/EB5150.5%</div> <div>SB/WB5049.5%</div> |                                                                                           |                                                                                                                                                                                         |

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                           |

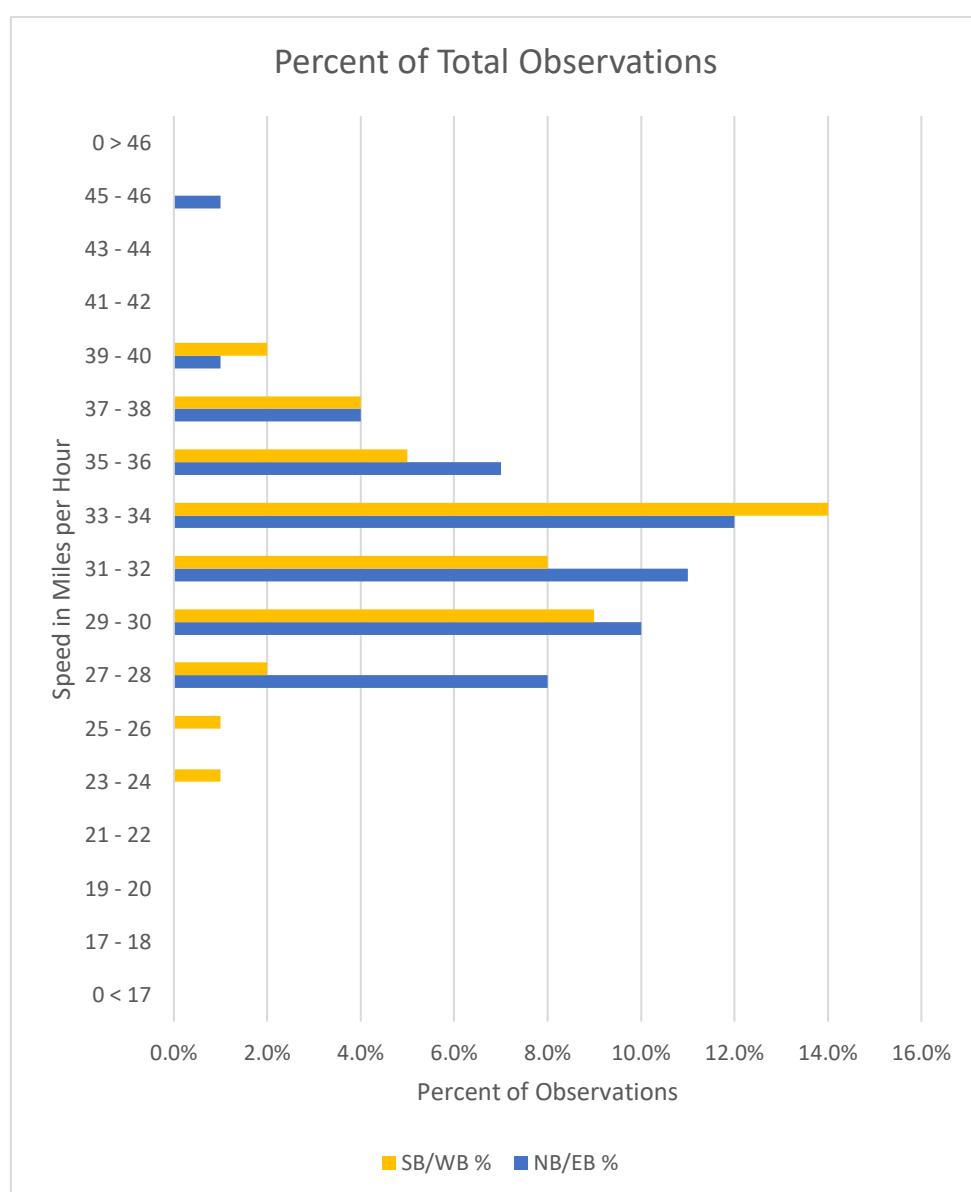
LOCATION: 39  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                                 |                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>36 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>32.5 MPH</div> <div>15TH PERCENTILE</div> <div>29 MPH</div> | <div>PACE SPEED</div> <div>27 MPH</div> <div>Below Pace</div> <div>2.0%</div> <div>TO</div> <div>In Pace</div> <div>86.0%</div> <div>36 MPH</div> <div>Above Pace</div> <div>12.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>2.0% COMPLYING</div>                            | <div>EXISTING SPEED LIMIT</div> <div>30 MPH</div> <div>31.0% COMPLYING</div>                    |                                                                                                                                                                                          |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5454.0%</div> <div>SB/WB4646.0%</div> |                                                                                                 |                                                                                                                                                                                          |

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 < 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                             |

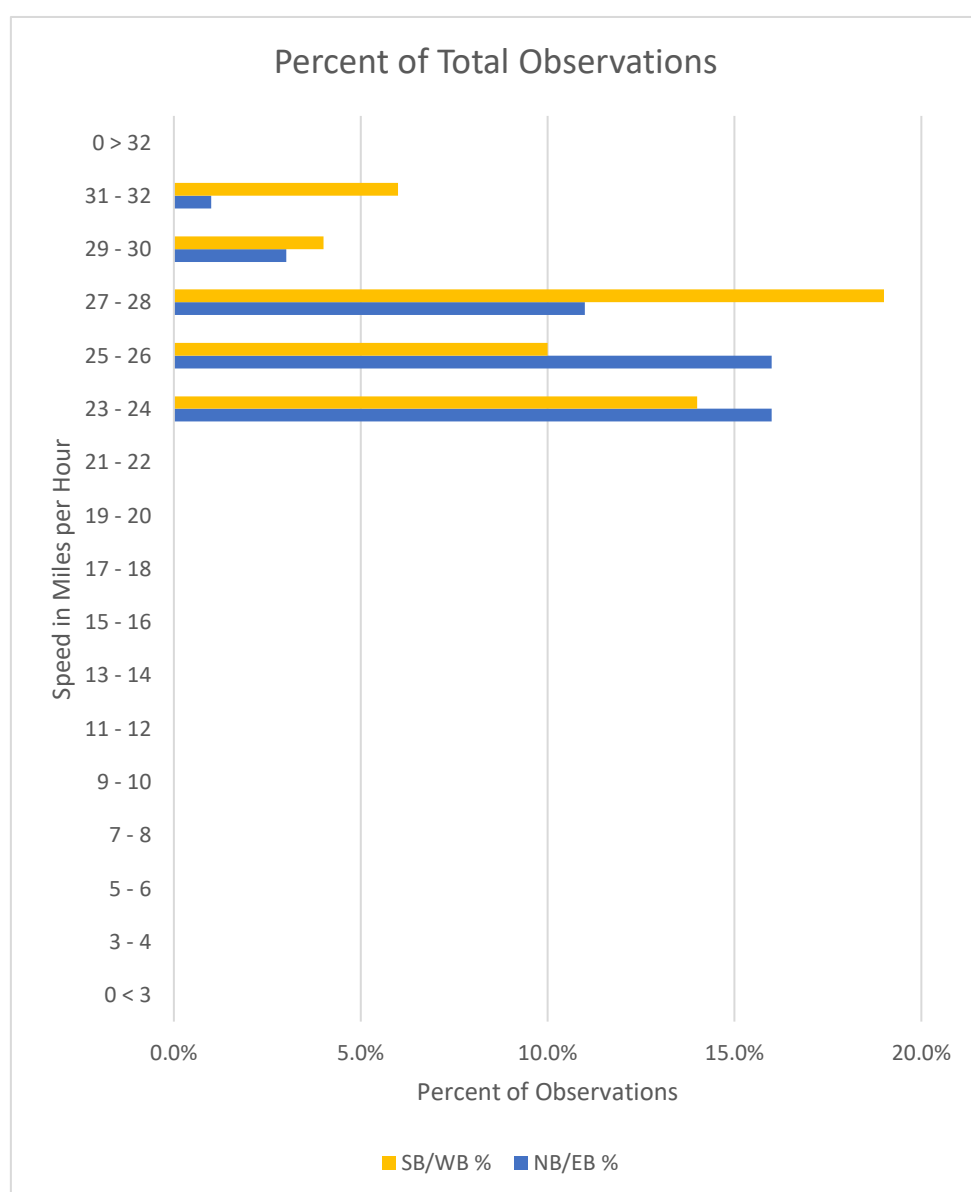
|             |             |
|-------------|-------------|
| LOCATION:   | 40          |
| COLLECTOR:  | Jesus Nunez |
| WEATHER:    | Sunny       |
| # OF LANES: | 2           |

|                                                                                                           |                                                                                               |                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>28 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>26 MPH</div> <div>15TH PERCENTILE</div> <div>24 MPH</div> | <div>PACE SPEED</div> <div>23 MPH</div> <div>Below Pace</div> <div>0.0%</div> <div>TO</div> <div>In Pace</div> <div>100.0%</div> <div>32 MPH</div> <div>Above Pace</div> <div>0.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>40.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>25 MPH</div> <div>40.0% COMPLYING</div>                  |                                                                                                                                                                                          |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB4747.0%</div> <div>SB/WB5353.0%</div> |                                                                                               |                                                                                                                                                                                          |

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 < 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                          |

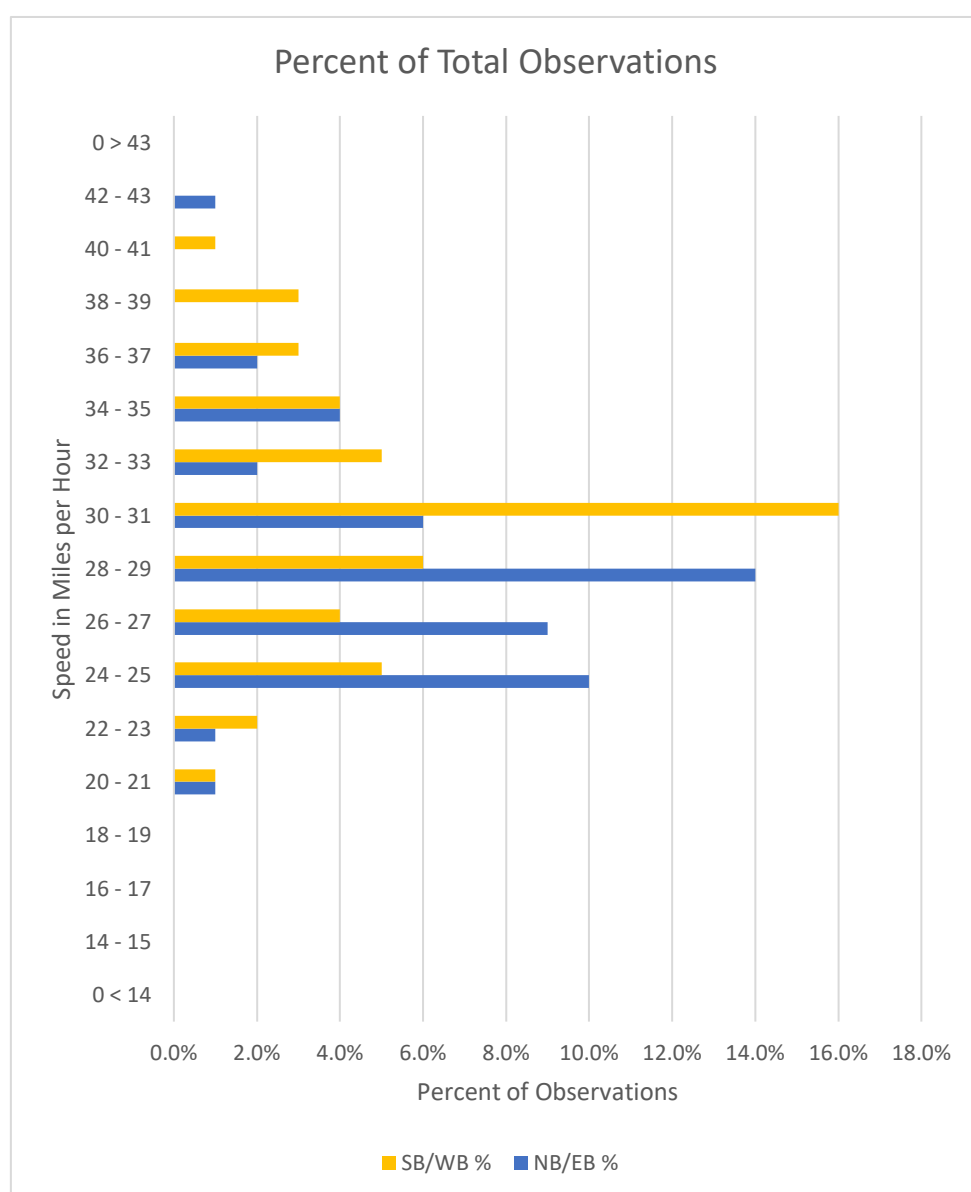
LOCATION: 41  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                               |                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>34 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>29 MPH</div> <div>15TH PERCENTILE</div> <div>25 MPH</div> | <div>PACE SPEED</div> <div>24 MPH</div> <div>Below Pace<br/>5.0%</div> <div>TO</div> <div>In Pace<br/>77.0%</div> <div>33 MPH</div> <div>Above Pace<br/>18.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>20.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>30 MPH</div> <div>65.0% COMPLYING</div>                  |                                                                                                                                                                     |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5050.0%</div> <div>SB/WB5050.0%</div> |                                                                                               |                                                                                                                                                                     |

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                         |

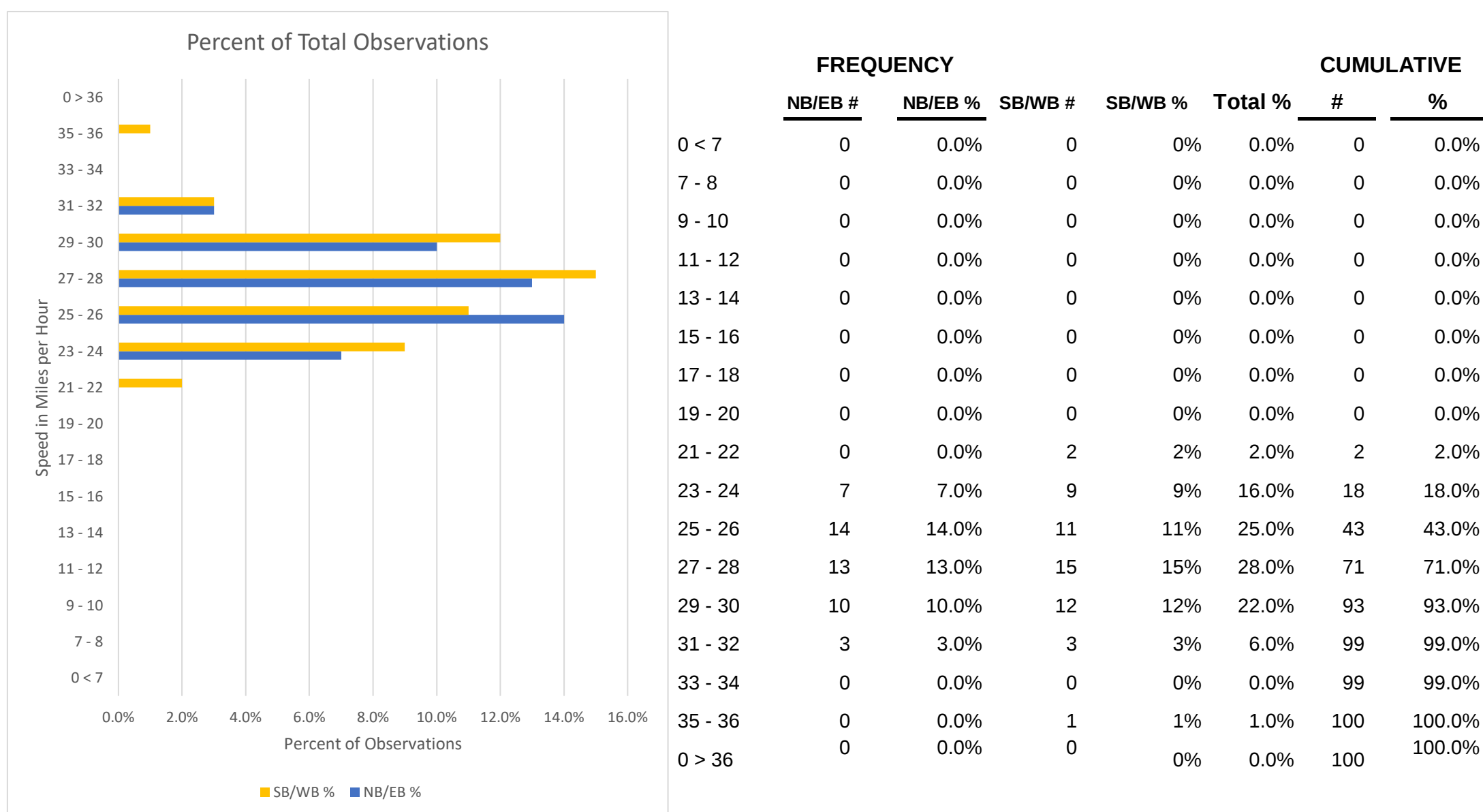
LOCATION: 42  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                               |                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>29.15 MPH</div>                                      | <div>50TH<br/>PERCENTILE</div> <div>27 MPH</div> <div>15TH PERCENTILE</div> <div>24 MPH</div> | <div>PACE SPEED</div> <div>23 MPH</div> <div>Below Pace</div> <div>2.0%</div> <div>TO</div> <div>In Pace</div> <div>97.0%</div> <div>32 MPH</div> <div>Above Pace</div> <div>1.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>26.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>30 MPH</div> <div>93.0% COMPLYING</div>                  |                                                                                                                                                                                         |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB4747.0%</div> <div>SB/WB5353.0%</div> |                                                                                               |                                                                                                                                                                                         |

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** **30 MPH**



# 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                       |

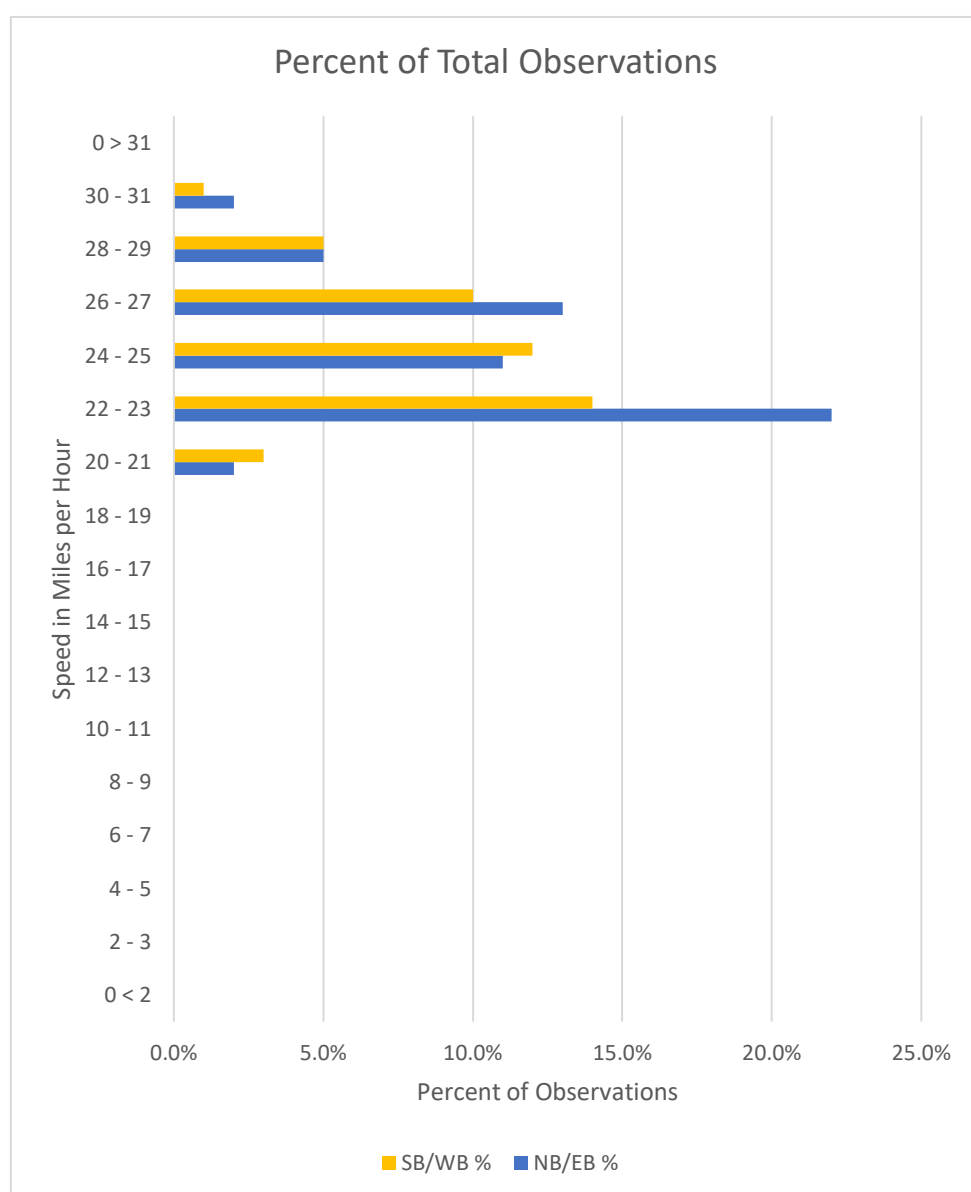
LOCATION: 43  
COLLECTOR: Jesus  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                               |                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>27 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>24 MPH</div> <div>15TH PERCENTILE</div> <div>22 MPH</div> | <div>PACE SPEED</div> <div>20 MPH</div> <div>Below Pace</div> <div>0.0%</div> <div>TO</div> <div>In Pace</div> <div>97.0%</div> <div>29 MPH</div> <div>Above Pace</div> <div>3.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>64.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>25 MPH</div> <div>64.0% COMPLYING</div>                  |                                                                                                                                                                                         |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5555.0%</div> <div>SB/WB4545.0%</div> |                                                                                               |                                                                                                                                                                                         |

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                              |

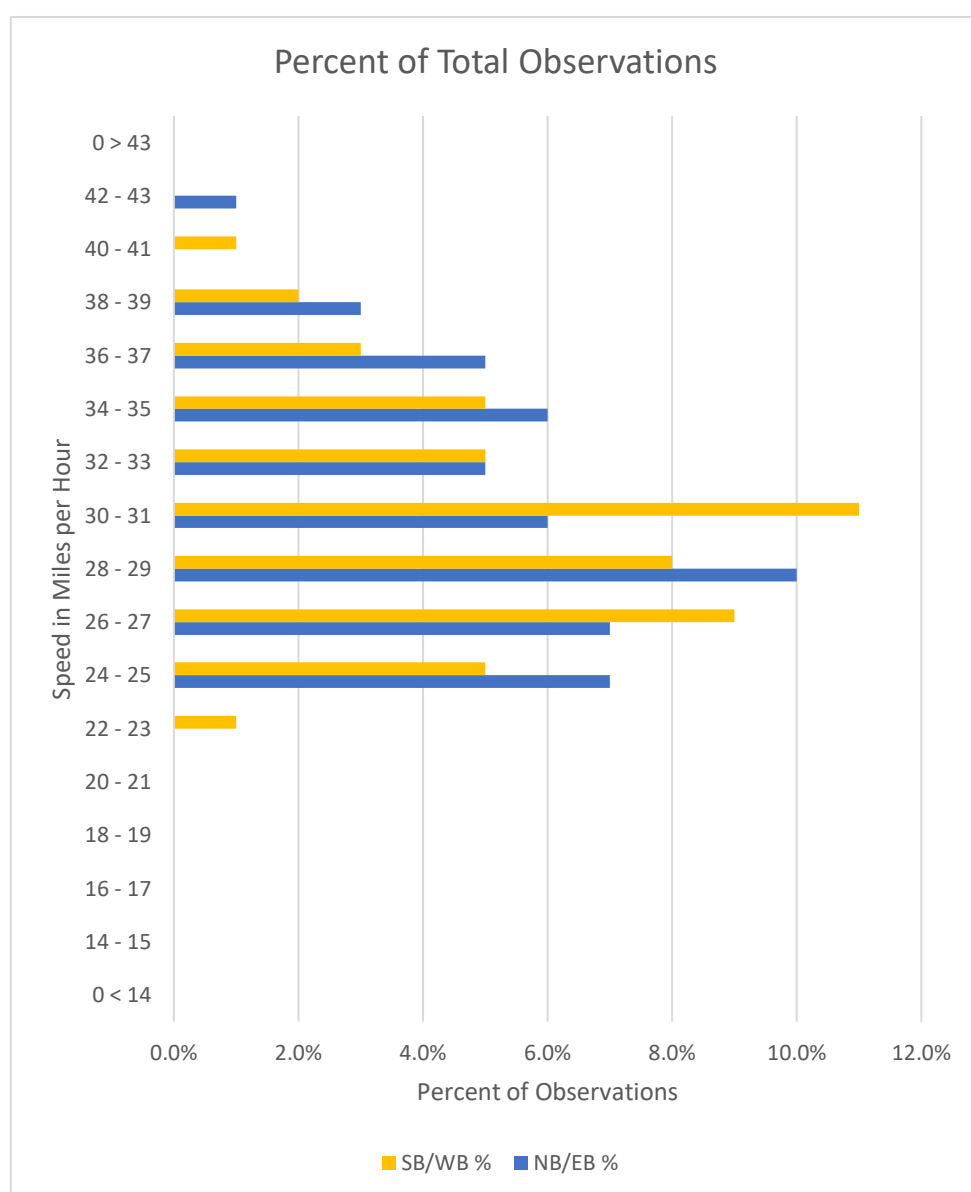
LOCATION: 44  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                              |                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>35.15 MPH</div>                                      | <div>50TH PERCENTILE15TH PERCENTILE</div> <div>30 MPH26 MPH</div>            | <div>PACE SPEED</div> <div>25 MPH TO 34 MPH</div> <div>Below Pace In Pace Above Pace</div> <div>5.0%74.0%21.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>13.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>30 MPH</div> <div>55.0% COMPLYING</div> |                                                                                                                      |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5050.0%</div> <div>SB/WB5050.0%</div> |                                                                              |                                                                                                                      |

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                        |

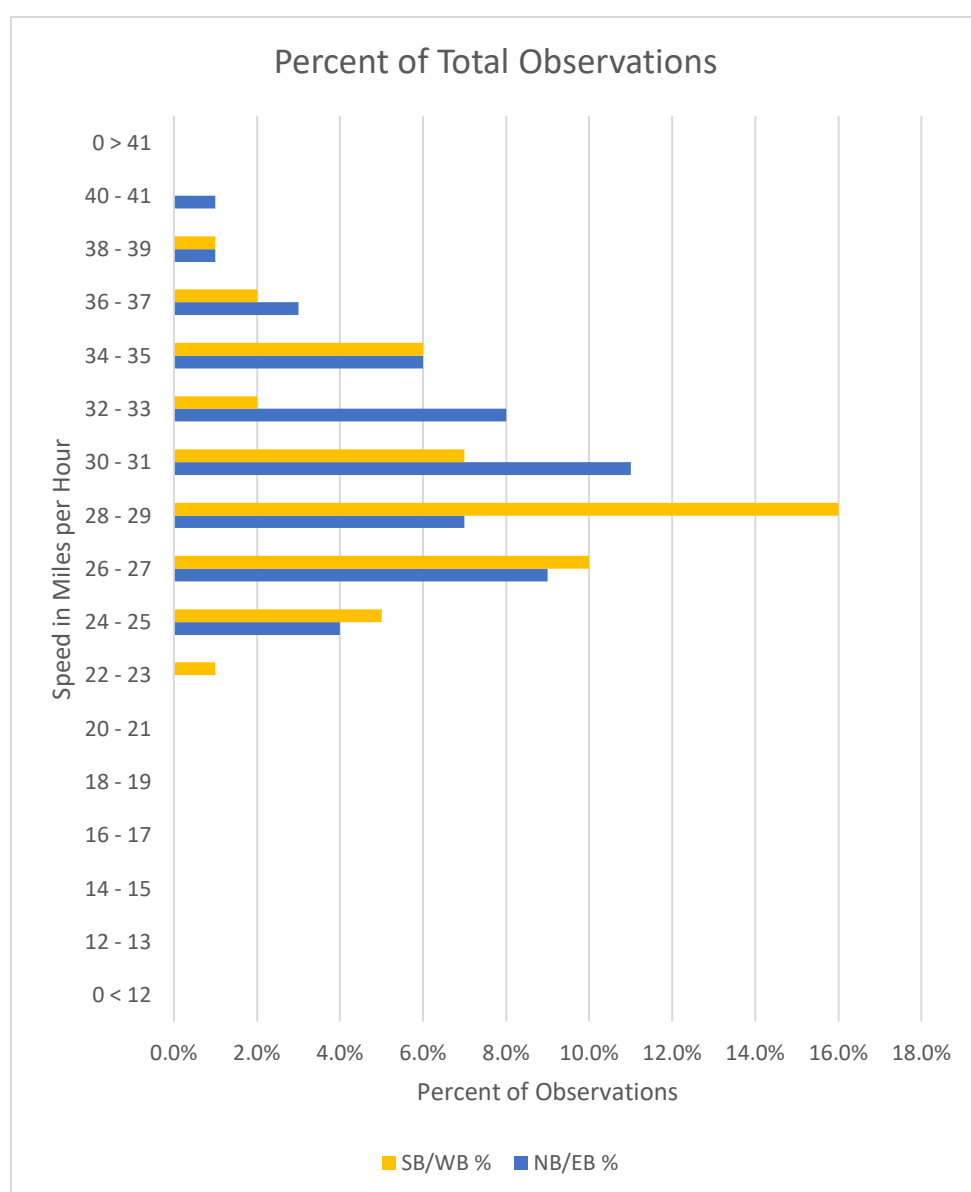
LOCATION: 45  
COLLECTOR: Randy  
WEATHER: Sunny  
# OF LANES: 2

|                                                                                                           |                                                                                               |                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>CRITICAL SPEED<br/>(85TH PERCENTILE)</div> <div>34 MPH</div>                                         | <div>50TH<br/>PERCENTILE</div> <div>29 MPH</div> <div>15TH PERCENTILE</div> <div>26 MPH</div> | <div>PACE SPEED</div> <div>25 MPH</div> <div>Below Pace</div> <div>5.0%</div> <div>TO</div> <div>In Pace</div> <div>84.0%</div> <div>34 MPH</div> <div>Above Pace</div> <div>11.0%</div> |
| <div>PRIMA FACIE SPEED LIMIT</div> <div>25 MPH</div> <div>10.0% COMPLYING</div>                           | <div>EXISTING SPEED LIMIT</div> <div>25 MPH</div> <div>10.0% COMPLYING</div>                  |                                                                                                                                                                                          |
| <div>DIRECTION OF COLLECTION</div> <div>#Entries100</div> <div>NB/EB5050.0%</div> <div>SB/WB5050.0%</div> |                                                                                               |                                                                                                                                                                                          |

UNUSUAL CONDITIONS: NONE

RECOMMENDED SPEED LIMIT: **TBD MPH**

**SPEED ZONE LIMITS:** 25 MPH



|         | FREQUENCY |         |         |         | CUMULATIVE |     |        |
|---------|-----------|---------|---------|---------|------------|-----|--------|
|         | NB/EB #   | NB/EB % | SB/WB # | SB/WB % | Total %    | #   | %      |
| 0 < 12  | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 12 - 13 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 14 - 15 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 16 - 17 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 18 - 19 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 20 - 21 | 0         | 0.0%    | 0       | 0%      | 0.0%       | 0   | 0.0%   |
| 22 - 23 | 0         | 0.0%    | 1       | 1%      | 1.0%       | 1   | 1.0%   |
| 24 - 25 | 4         | 4.0%    | 5       | 5%      | 9.0%       | 10  | 10.0%  |
| 26 - 27 | 9         | 9.0%    | 10      | 10%     | 19.0%      | 29  | 29.0%  |
| 28 - 29 | 7         | 7.0%    | 16      | 16%     | 23.0%      | 52  | 52.0%  |
| 30 - 31 | 11        | 11.0%   | 7       | 7%      | 18.0%      | 70  | 70.0%  |
| 32 - 33 | 8         | 8.0%    | 2       | 2%      | 10.0%      | 80  | 80.0%  |
| 34 - 35 | 6         | 6.0%    | 6       | 6%      | 12.0%      | 92  | 92.0%  |
| 36 - 37 | 3         | 3.0%    | 2       | 2%      | 5.0%       | 97  | 97.0%  |
| 38 - 39 | 1         | 1.0%    | 1       | 1%      | 2.0%       | 99  | 99.0%  |
| 40 - 41 | 1         | 1.0%    | 0       | 0%      | 1.0%       | 100 | 100.0% |
| 0 > 41  | 0         | 0.0%    | 0       | 0%      | 0.0%       | 100 | 100.0% |

**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/cm<sup>2</sup>

Under my supervision, this Speed Measuring Device has been checked for accuracy and correct operation.

This STALKER® Speed Measuring Device is certified accurate within  $\pm 1$  mph ( $\pm 2$  km/h) in stationary mode, and/or  $\pm 2$  mph ( $\pm 3$  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/cm<sup>2</sup> 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  $70^{\circ}\text{F}$  ( $21^{\circ}\text{C}$ ) 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  $+140^{\circ}\text{F}$  ( $-30^{\circ}\text{C}$  to  $60^{\circ}\text{C}$ ) 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



★ 2 0 0 0 7 7 0 0 0 ★

## 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  $\pm 1$  mph ( $\pm 2$  km/h) in stationary mode, and/or  $\pm 2$  mph ( $\pm 3$  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<br>12/10/2024 |        |        | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/12/2024 |       |        | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>12/16/2024 |    |       | Tuesday<br>12/17/2024 |    |       | Wednesday<br>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<br>12/10/2024 |        |        | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |        | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |        | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |        | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |        | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |        |        | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/12/2024 |       |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>12/16/2024 |    |       | Tuesday<br>12/17/2024 |    |       | Wednesday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/12/2024 |       |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>12/16/2024 |    |       | Tuesday<br>12/17/2024 |    |       | Wednesday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/12/2024 |       |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>12/16/2024 |    |       | Tuesday<br>12/17/2024 |    |       | Wednesday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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<br>12/10/2024 |       |       | Wednesday<br>12/11/2024 |    |       | Thursday<br>12/12/2024 |    |       | Friday<br>12/13/2024 |    |       | Saturday<br>12/14/2024 |    |       | Sunday<br>12/15/2024 |    |       | Monday<br>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.

The following segments have been reviewed and revised per the comments collected from the Public Works Commission on 5/1 and City Council on 5/6 and are summarized as follows:

**Segment 4: Del Monte Boulevard – From Reservation Road to Beach Road**

Commissioner Hunt recommended reducing the speed limit from our initial recommendation of 35 mph to **30 mph**. The existing posted speed limit for this segment is 40 mph and the observed 85<sup>th</sup> percentile speed is 42 miles. This segment can be classified as a ‘Safety Corridor’ and a further reduction of 5 mph can be applied, resulting in **revised recommended speed limit of 30 mph** (a 10-mph reduction from existing posted speed limit).

**Segment 7: Reservation Road – From Beach Road to Del Monte Boulevard**

The existing posted speed limit along this segment is 30 mph and the observed 85<sup>th</sup> percentile speed limit is 33.15 mph. This segment of the road is classified as an Arterial with good visibility, and the collision rate is below the Statewide average. The segment also cannot be designated as a safety corridor, and the 30 mph speed limit set by the 2020 Engineering & Traffic Survey was already a reduction from the original 35 mph previous to that study. The recommendation is to maintain the 30 mph speed limit.

The City by Ordinance can adopt a lower speed limit for this segment, however, if the speeding tickets are challenged in court, the City may have difficulty defending the lower speed limit, which cannot be backed by the E&TS study.

**Segment 10: Reservation Road – From California Avenue to Salinas Avenue**

Commissioner Felton recommended reevaluating this segment to see whether further reduction in speed limit is possible to 40 mph. The existing posted speed for this segment is 45 mph and the observed 85<sup>th</sup> percentile speed is 51 mph. Our initial recommendation for this segment was to maintain the existing posted speed limit of 45 mph.

The land use characteristics changes from vacant land (i.e., along Roadway Segment No. 11: Reservation Road – From Salinas to Imjin Parkway) to industrial/residential adjacent to this segment. Using this change in land use characteristics, the City can **adopt a lower speed limit by ordinance to 40 mph**, a 5-mph reduction in speed limit.

**Segment 11: Reservation Road – From Salinas Avenue to Imjin Parkway**

The existing posted speed limit along this segment is 55 mph and the observed 85<sup>th</sup> percentile speed limit is 57 mph. Our initial recommendation was to maintain the existing posted speed limit of 55 mph. This segment is in between Roadway Segment No. 12 (Reservation Road – From Imjin Parkway to Blanco Road) where the recommended speed limit is 55 mph and Roadway Segment No.10 (Reservation Road – From California Avenue to Salinas Avenue) where the revised recommended speed is 40 mph (see above bullet).

To have gradual reduction in speed from 55 mph to 40 mph, which is a 15-mph reduction, it is **recommended that the speed limit for Roadway Segment No. 11 is revised from 55 mph to 50 mph.** This reduction in speed limit can be achieved using AB 43 guidelines.

**Segment 25: California Avenue – From Carmel Avenue to Reindollar Avenue**

The existing posted speed limit along this segment is 25 mph and the observed 85<sup>th</sup> percentile speed limit is 32 mph. Our initial recommendation was to increase the speed limit to 30 mph to reflect the street characteristics (i.e., Collector). Following our City Council meeting on 5/6, Mayor/Council Members recommends maintaining the existing speed limit of 25 mph. Therefore, the revised speed limit recommendation for this segment is to maintain the existing posted speed limit of 25 mph.

**Segment 44: Abrams Drive – From Imjin Parkway (West) to Preston Drive**

The existing posted speed limit along this segment is 25 mph and the observed 85<sup>th</sup> percentile speed limit is 35.15 mph. Our initial recommendation was to increase the speed limit to 30 mph to reflect the street characteristics (i.e., Collector). Following our City Council meeting on 5/6, Mayor/Council Members recommends maintaining the existing speed limit of 25 mph.

It should be noted that for Segment 44 was not included in the previous ‘Engineering & Traffic Survey (E&TS)’ study in 2020, as this segment was not fully constructed. Therefore, ‘CVC Section 22358.8’ as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used. The City by Ordinance can adopt a lower speed limit for these segments, however, if the speeding tickets are challenged in court, the City may have difficulty defending the lower speed limit, which cannot be backed by E&TS study.

**Segment 45: Marina Heights Drive – From California Avenue to Imjin Parkway**

The existing posted speed limit along this segment is 25 mph and the observed 85<sup>th</sup> percentile speed limit is 34 mph. Our initial recommendation was to increase the speed limit to 30 mph to reflect the street characteristics (i.e., Collector). Following our City Council meeting on 5/6, Mayor/Council Members recommends maintaining the existing speed limit of 25 mph.

It should be noted that for Segment 45 was not included in the previous ‘Engineering & Traffic Survey (E&TS)’ study in 2020, as this segment was not fully constructed. Therefore, ‘CVC Section 22358.8’ as identified in AB 43, which allows local authorities to retain current speed limit or restore immediately prior speed limit, cannot be used. The City by Ordinance can adopt a lower speed limit for these segments, however, if the speeding tickets are challenged in court, the City may have difficulty defending the lower speed limit, which cannot be backed by the E&TS study.

May 14, 2025

Item No. **11d**

Honorable Mayor and Members  
of the Marina City Council

City Council Meeting  
of June 3, 2025

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH PROPOSED SPEED LIMIT REVISIONS, AND; AUTHORIZE A BUDGET APPROPRIATION OF \$10,000 OF GAS TAX/STREET FUND FOR SIGNS AND SUPPLIES, AND; AUTHORIZE THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES, AND; CONSIDER INTRODUCING ORDINANCE NO. 2025- FOR FIRST READING BY TITLE ONLY, AND WAIVING FURTHER READING, AMENDING SECTION 10.60.010 “SPEED LIMITS ESTABLISHED” OF CHAPTER 10.60 “SPEED LIMITS” OF TITLE 10 “VEHICLES AND TRAFFIC” OF THE MUNICIPAL CODE TO ADOPT *PRIMA FACIE* SPEED LIMITS PURSUANT TO ENGINEERING AND TRAFFIC SURVEY AND THE CALIFORNIA VEHICLE CODE (CVC)**

**REQUEST:**

It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, approving the 2025 Engineering and Traffic Survey with recommended speed limits, and;
2. Authorize a budget appropriation of \$10,000 of Gas Tax/Street Fund for signs and supplies, and;
3. Authorize the Finance Director to make necessary accounting and budgetary entries, and;
4. Consider introducing Ordinance No. 2025-, for first reading by title only and waive further reading, amending Section 10.60.010 “Speed Limits Established” of Chapter 10.60 “Speed Limits” of Title 10 “Vehicles and Traffic” to adopt *prima facie* speed limits<sup>1</sup> pursuant to an engineering and traffic survey and the California Vehicle Code (CVC).

**BACKGROUND:**

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

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

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<sup>1</sup> *Prima facie* speed limits, as used in California and some other states, are not absolute limits. A motorist may have a valid defense to exceeding the *prima facie* speed limit if he or she can prove in a court that his or her speed was reasonable and prudent.

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

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

At the regular meeting of May 6, 2025, the City Council adopted Resolution No. 2025-38, 2025-38, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and authorize staff to review comments from the City Council and return the Survey recommendations for final acceptance on May 20, 2025.

### **ANALYSIS:**

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

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

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

Previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The final draft speed limit recommendations for the 45 roadway segments are summarized in “**EXHIBIT A**”. The entire report has been attached as “**EXHIBIT B**”. To enforce the recommendations in Exhibit A, the City must adopted the revisions to the speed limits into Municipal Code section 10.60.010 “SPEED LIMITS ESTABLISHED”.

The comments collected from the Public Works Commission meeting of May 1<sup>st</sup> and the City Council meeting of May 6<sup>th</sup> have been compiled and summarized in “**EXHIBIT C**”. It is important to note that the E&TS does not have supporting evidence to lower the recommended speed limits for Segment 44 (Abrams Drive – Imjin Parkway[West] to Preston Drive]) and Segment 45 (Marina Heights Drive – California to Imjin Parkway) from the initial recommended 30 MPH to the requested 25 MPH. Although the City could adopt the lower speed limit into its Municipal Code, the City may have difficulty defending the lower speed limit if it were to be challenged in Court.

**FISCAL IMPACT:**

The CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately \$300 per location and approximately \$800 per road marking location. The estimated cost for new speed limit signs and road markings is \$10,000.00. Should the City Council approve this request, the City Finance Director will make all necessary accounting and budgetary entries to appropriate funding from Fiscal Year 2024-25, Gas Tax/Street Funds for signs & supplies.

**CONCLUSION:**

The adoption of the ordinance shall come back to the City Council at the next schedule meeting. Adoption of the Resolution and ordinance will allow for effective speed enforcement. This request is submitted for City Council consideration and possible action.

Respectfully submitted,

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Ismael Hernandez  
Public Works Director  
City of Marina

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Layne P. Long  
City Manager  
City of Marina