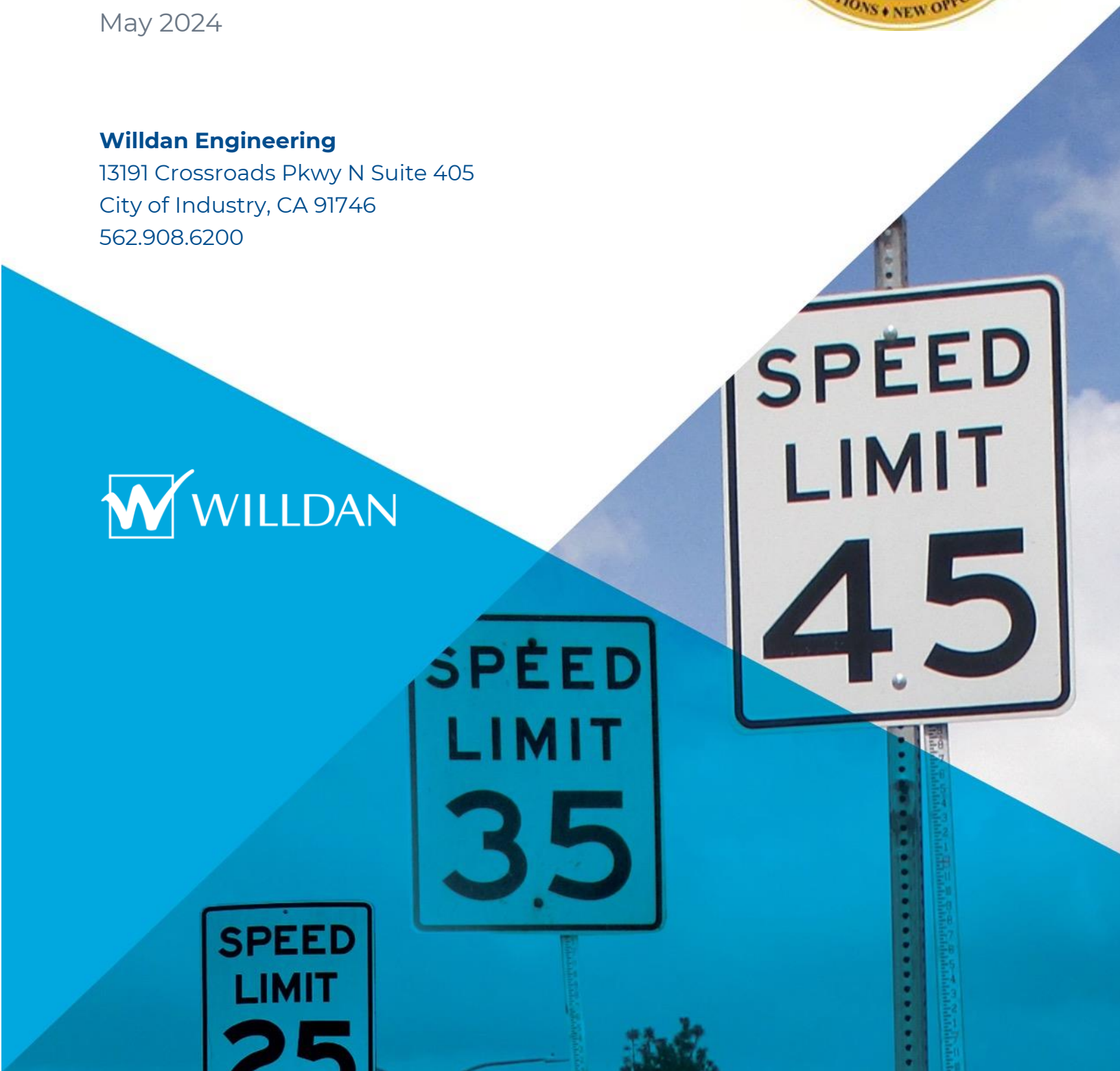
City of Temecula

2024 Engineering and Traffic Survey Report

May 2024

Willdan Engineering
13191 Crossroads Pkwy N Suite 405
City of Industry, CA 91746
562.908.6200



May 28, 2024

Mr. Nick Minicilli, PE, TE
Senior Civil Engineer
41000 Main Street
Temecula, CA 92590

Subject: 2024 Engineering and Traffic Survey

Dear Mr. Minicilli:

As requested, Willdan has completed an Engineering and Traffic (E&T) Survey to justify and update the posted speed limits along 24 street segments in the City of Temecula. These segments were last surveyed in 2013 and require an update to comply with the 10-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&T survey procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices Revision 8 (California MUTCD) dated January 2024, and as required by Section 627 of the CVC. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of Temecula and the assistance and cooperation afforded to us during the course of this study.

Very truly yours,

WILLDAN

Nicolle Spann, P.E., T.E.
Traffic Engineer

Enclosure

562.908.6200 | 800.499.4484 | fax: 562.695.2120
13191 Crossroads Parkway North, Suite 405, Industry, California 91746-3443 | www.willdan.com

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Introduction

This Engineering and Traffic (E&T) Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Temecula. This E&T Survey presents recommended speed limits for 24 street segments in the City of Temecula. E&T Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. Historically, these surveys must be updated every 7 to 10 years to ensure the speeds reflect current conditions.

E&T Surveys are prepared under the direction of California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by the California MUTCD Revision 8 (California MUTCD) dated January 2024.

Assembly Bill No. 43 (AB 43), signed in October 2021, has given local agencies more leeway to lower and maintain speed limits. The California Vehicle Code was amended in 2022 and the California MUTCD was amended in March 2023 to implement laws and guidelines with the changes set forth in AB 43. There were three major changes to how speed limits can be recommended under AB 43 as follows:

1. An E&T Survey conducted more than 7 years ago may be extended to 14 years (previously to 10 years) if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)].
2. A local authority may establish and designate safety corridors throughout their jurisdiction. The local authority may recommend a speed limit with an additional five mile per hour reduction on segments designated as safety corridors. Local authorities may not lower a speed limit under this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide, whichever is sooner.
3. If a local authority, after completing an E&T Survey, finds that the speed limit is still reasonable or safe, the local authority may retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an E&T 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 the prior speed limit.

This E&T survey was requested by the City for the proper posting of speed limits and to enable the Police Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require E&T Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's Police Department(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)].

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states

that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually conducted to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, accident history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

The E&T Surveys for the City were conducted in accordance with procedures outlined in the California MUTCD and as required by Section 627 of the CVC. The Code further describes three elements of an E&T Survey:

1. Measurement of prevailing speed;
2. Accident history; and
3. Roadway characteristics not readily apparent to the motorist.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

Elements Of the Engineering and Traffic Survey

The California MUTCD specifies the methodology to be used for completing E&T Surveys. This methodology includes an evaluation of current vehicle speeds, accident history and conditions not readily apparent to motorists. The basic elements of the E&T Survey are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is

historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. A speed limit is established in the three options below.

Options:

- **Closest to 85th Percentile Speed** – A speed limit is established at the nearest 5-mile per hour increment to the 85th percentile speed.
- **California MUTCD 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 reduction is used. Refer to CVC Section 21400(b).
- **Reduction using Segments with Special Conditions** - For cases in which the nearest 5 mph increment of the 85th-percentile speed would require rounding down, the posted speed may be reduced by an additional 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.

If the speed limit to be posted has had the 5 mph reduction applied, then an E&T Survey shall document in writing the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC Section 627 and 22358.5.

The following examples are provided to explain the application of these speed limit criteria:

If the 85th percentile speed in a speed survey for a location was 33 mph, the 3 options may be applied as follows:

- **Closest to 85th Percentile Speed -** The 85th percentile speed would round up to the nearest 5-mph increment. The speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed.
- **California MUTCD Option 2** - Instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.
- **Reduction using Segments with Special Conditions** - The first step is to round up, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by this option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&T Survey. However, it is best to apply MUTCD Option 2 in these scenarios as it will not require documentation of conditions and justification to lower the speed limit.

If the 85th percentile speed in a speed survey for a location was 37 mph, the 3 options may be applied as follows:

- **Closest to 85th Percentile Speed -** The 85th percentile speed would round down to the nearest 5-mph increment. The speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed.

- **California MUTCD Option 2** – This option is not applicable to 85th percentile speeds that already round down to the nearest 5-mph increment using the "Closest to 85th Percentile Speed" option.
- **Reduction using Segments with Special Conditions** - The first step is to round down, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by this option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&T Survey.

Crash History

Reported crashes are reviewed for each street segment to determine if there is a higher than expected average rate of crashes. A segment that has an above-average crash rate typically suggests conditions that are not readily apparent to motorists.

Conditions Not Readily Apparent to Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph below the basic speed limit.

Roadways Adjacent to Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians – New from AB 43

The provisions of CVC Section 22358.7, a new section added through AB 43, to additionally lower the speed limit by designating roadways adjacent to land or facilities generating high concentrations of bicyclists and 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.

Roadways adjacent to land or facilities generating high concentrations of bicyclists and pedestrians are defined as the portion of the highway where one or more of any of the generators listed below are present within a distance of 1320 feet. Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey.

- **Land Use**
  - Employment Centers
  - Presence of Retail
  - Parks, Multi-Use Trails, and Recreational Destinations
  - Schools/ Universities
  - Senior Centers
  - Cultural Areas, Entertainment space Areas or Areas of Community Significance
  - Religious Facilities
  - Health/ Medical Facilities
- **Presence of Pedestrian/ Bicyclist Infrastructure**
  - Sidewalk Presence
  - Crosswalk Presence
  - Bikeway Presence
  - Nearby Signalized Intersections on Four-Way Intersections
  - Presence of Micromobility Devices such as Bicycles or Scooters

- **Transit Factors**
  - Transit Stops
  - Transit Oriented Developments/ Transit Priority Areas
- **Local Data**
  - Need Identified in a Safety Analysis such as a Road Safety Audit or Formalized Planning Document such as a Local Road Safety Plan
- **Demographic Factors**
  - Presence of Vulnerable Groups including Children, Seniors, Persons with Disabilities, Users of Personal Assistive Mobility Devices and the Unhoused
  - MPO/RTPA or locally defined disadvantaged community status
  - Presence of Students (All Levels)

The total reduction in the speed limit using the nearest 5 mph increment, rounding up, rounding down and using 5 mph speed reduction, plus an additional 5 mph speed reduction for roadways adjacent to land or facilities generating high concentrations of bicyclists and pedestrians, shall not exceed 12.4 mph from the 85-percentile speed. Refer to CVC Section 22358.6(e).

Retain Currently Adopted or Restore Immediately Prior Speed Limit – New from AB 43

The City 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, added through AB 43.

The currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&T Survey, the City finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&T 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 the prior speed limit.

If the City decides to use a lower speed limit based on CVC Section 22358.8, after completing an E&T Survey 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 or not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

Survey Conditions

Survey Locations

The procedures described below describe the criteria and methods used to survey selected streets within the City of Temecula. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

Data Collection

Data of existing conditions was obtained including prevailing speed of vehicles, traffic crashes, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 24 locations during the months of August and October 2023 and in January 2024.

Speed Data

Radar speed measurements were conducted at 24 locations during the months of August and October 2023 and January 2024. The radar speed distribution forms are in Appendix B. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment;
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;

7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

Crash Data

Crash data was obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) electronic crash database. For this study, crash data was used from the latest 3 years of reported accidents from January 1, 2020 to December 31, 2022. The crash rates for the 24 segments are expressed in crashes per million vehicle miles (C/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the crash rate:

$$R = \frac{C \times 1,000,000}{t \times 365 \frac{days}{year} \times l \times v}$$

C = Number of midblock crashes over time period
R = Crash Rate (crashes/million vehicle miles)
t = Time Period Covered (in years)
l = Length of Segment (miles)
v = Traffic Volume (average daily traffic)

The segment crash rate was then compared to the average statewide crash rate of similar roadways. The average statewide crash rates were obtained from 2021 Collision Data on California State Highways published by Caltrans.

Analysis

Criteria

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in The California MUTCD. Some of the criteria used are:

A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The “basic speed limit” is the nearest 5 mph increment to the 85th percentile speed.

B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.

C. The crash rate for each street segment is compared to average crash rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average crash rates have been developed by the State of California and are considered reasonable for use in the City of Temecula.

Results and Engineering and Traffic Survey Recommendations

The Engineering and Traffic Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of available data and recommend a speed limit for each street segment surveyed based on the guidelines for an Engineering and Traffic Survey set forth by the California MUTCD and the CVC. A complete summary of all recommendations is shown in Table 1. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a crash rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the CVC, has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

Retain Currently Adopted or Restore Immediately Prior Speed Limit Application

Using CVC Section 22358.8, a new section added due to AB 43, the City can choose to use previous speed limits from the currently adopted or immediately prior Engineer's E&T recommendations. This decision is made by the City after an Engineering and Traffic Survey has been completed and is applicable if each of the following three conditions are met:

1. The agency identifies that the posted speed limit is reasonable or safe
2. An Engineer has verified that no general purpose lanes have been added
3. The speed limit was established with an Engineering and Traffic Survey

For segments with limits that have been redefined and currently have two different posted speed limits along the segment, the lower of the two speed limits may be retained since the segment has consistent roadway and land use conditions and is adequately combined as a single segment, verified by an Engineer.

The recommendations set forth using this section are considered separate from the Engineering and Traffic Survey Recommendations. After the E&T Survey recommendations have been made, City staff and an Engineer may decide that the posted speed limit is appropriate and can retain currently adopted or restore immediately prior speed limits set by previous E&T Surveys.

When this 2024 adopted E&T Survey expires after either 7 or 14 years, a new E&T Survey will be prepared to recertify the speed limits. It should be noted that the Engineer's E&T recommendation shall be used as the currently adopted speed limit, as opposed to the City's speed limit recommendation. On roadway segments when the City's speed limit recommendation is different than the Engineer's E&T speed limit recommendation, future recommendations may be made to retain currently adopted or restore immediately prior speed limits using CVC Section 22358.8. In cases where the City recommendation is different than the Engineer's E&T recommendation, the City's speed limit recommendation should not be used to retain the currently adopted speed limit in a future E&T Survey prepared either 7 or 14 years after this E&T Survey has been adopted. For future use, the City and Engineer preparing the next E&T Survey should refer to the Engineer's E&T recommendation identified in the segments with special conditions section in this report.

Speed Limit Recommendations

The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie speed violations are actually violations of the basic speed law (CVC Section 22350). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 summarizes the data collected and recommended speed limit for each segment in this E&T Survey.

Table 2 identifies the street segments with recommended changes in posted speed limit.

Table 1 - Summary of Recommendations													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
1	Amarita Way	Pio Pico Road	Santiago Road	0.42	2,418	1.07	0.00	40	39	30-39	79 %	40	Closest to 85th Speed
2	Amarita Way	Santiago Road	Via Rami	0.34	1,077	1.07	0.00	40**	39	31-40	64 %	40**	Closest to 85th Speed
3	Amarita Way	Via Rami	McCabe Drive	0.31	1,562	1.07	0.00	40**	38	28-37	62 %	40**	Closest to 85th Speed
4	Butterfield Stage Road	Rancho California Road	Ave Lestonnac	0.27	30,407	0.77	0.11	55	47	39-48	58 %	50	*
5	Butterfield Stage Road	Ave Lestonnac	Pauba Road	0.56	30,385	0.77	0.05	55	49	38-47	60 %	50	Closest to 85th Speed
6	Butterfield Stage Road	Pauba Road	De Portola Road	1.44	22,567	0.93	0.06	55	49	42-51	71 %	50	Closest to 85th Speed
7	Butterfield Stage Road	De Portola Road	Temecula Parkway	0.25	25,886	1.61	0.14	50	48	40-49	63 %	50	Closest to 85th Speed
8	Butterfield Stage Road	Temecula Parkway	Welton Way	0.4	32,772	1.60	0.28	45**	48	37-46	77 %	45**	California MUTCD Option 2
9	Butterfield Stage Road	Welton Way	Nighthawk Pass	0.3	15,697	1.60	0.00	45**	48	39-48	74 %	45**	California MUTCD Option 2
10	De Portola Road	Jedediah Smith Road	Margarita Road	1.23	20,691	1.60	0.04	45	48	39-48	85 %	45	California MUTCD Option 2

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles
Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Table 1 - Summary of Recommendations													
No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
11	El Chimisal Road	Redhawk Parkway	South City Limits	0.23	2,384	1.07	0.00	40	36	27-36	72 %	40	California MUTCD Option 2
12	Montelegro Way	Pio Pico Road	McCabe Drive	0.73	1,556	1.07	0.00	40	38	30-39	90 %	40	Closest to 85th Speed
13	Santiago Road	Margarita Road	Amarita Way	0.2	2,099	0.64	0.00	35	34	26-35	79 %	35	Closest to 85th Speed
14	Ynez Road	North City Limits	Date Street	0.3	15,085	0.64	0.40	NP	45	36-45	76 %	45	Closest to 85th Speed
15	Ynez Road	Date Street	Equity Drive	0.26	25,079	0.93	0.28	45	46	38-47	78 %	45	Closest to 85th Speed
16	Ynez Road	Equity Drive	Winchester Road	0.58	24,835	0.93	0.32	45	44	35-44	72 %	45	Closest to 85th Speed
17	Ynez Road	Winchester Road	Overland Drive	0.37	37,596	0.87	0.07	45	39	29-38	75 %	45	*
18	Ynez Road	Overland Drive	Solana Way	0.37	36,348	0.87	0.27	45	44	34-43	71 %	45	Closest to 85th Speed
19	Ynez Road	Solana Way	Rancho California Road	0.91	32,626	0.87	0.18	45	47	36-45	72 %	45	Closest to 85th Speed
20	Ynez Road	Rancho California Road	Rancho Vista Road	0.46	30,312	0.77	0.59	45	45	36-45	73 %	45	Closest to 85th Speed

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles
Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Table 1 - Summary of Recommendations

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp.	Collision Rate*** Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
21	Ynez Road	Rancho Vista Road	Pauba Road	0.27	24,839	0.77	0.54	45	44	33-42	74 %	45	Closest to 85th Speed
22	Ynez Road	Pauba Road	Santiago Road	0.46	18,079	1.61	0.00	45	45	36-45	72 %	45	Closest to 85th Speed
23	Ynez Road	Santiago Road	La Paz Street	0.61	15,862	0.61	0.19	45	48	40-49	81 %	40	*
24	Ynez Road	La Paz Street	Jedediah Smith Road	0.59	13,753	0.61	0.11	45	49	39-48	70 %	40	*

* See "Segments with Special Conditions" Section for Comments
** 25 mph when children are present
*** Accident rate units: Collisions per One Million Vehicle Miles
Act.: Actual Collision Rate
Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Table 2 - Street Segments with Recommended Speed Changes						
No.	Street	From	To	Existing	New	Change
4	Butterfield Stage Road	Rancho California Road	Ave Lestonnac	55	50	- 5
5	Butterfield Stage Road	Ave Lestonnac	Pauba Road	55	50	- 5
6	Butterfield Stage Road	Pauba Road	De Portola Road	55	50	- 5
14	Ynez Road	North City Limits	Date Street	NP	45	PL
23	Ynez Road	Santiago Road	La Paz Street	45	40	- 5
24	Ynez Road	La Paz Street	Jedediah Smith Road	45	40	- 5

NP= Not Posted
PL= Post Limit

Segments with Special Conditions

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more above or below the 85th percentile speed due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment 4 – Butterfield Stage Road – Rancho California Road to Ave Lestonnac

This segment is currently posted at 55 mph and has two through lanes in each direction with an ADT of 30,407 vehicles per day. The adjacent land is residential with a nearby school along the 0.27-mile-long segment. The 85th percentile speed is 47 mph and would normally justify a 45 mph posted speed limit. However, in order to maintain uniformity with adjacent segments and the short segment length, a higher speed limit is prudent. It is recommended that the speed limit be posted at 50 mph for the above reason.

Segment 17 – Ynez Road – Winchester Road to Overland Drive

This segment is currently posted at 45 mph and has three through lanes in each direction divided with an ADT of 37,596 vehicles per day. The adjacent land is commercial and businesses along the 0.37-mile-long segment. The 85th percentile speed is 39 mph and would normally justify a 40 mph posted speed limit. However, in order to maintain uniformity with adjacent segments and the short segment length, a higher speed limit is prudent. It is recommended that the speed limit remain posted at 45 mph for the above reason.

Segment 23 – Ynez Road – Santiago Road to La Paz Street

This segment is currently posted at 45 mph and has one through lane in each direction with an ADT of 15,862 vehicles per day. The adjacent land is residential along the 0.61-mile-long segment. The 85th percentile speed is 48 mph and would normally justify a 45 mph posted speed limit using the California MUTCD Option 2 to round down to the lower 5-mph speed. However, this roadway segment has a bike lane with a significant amount of bicyclists using this corridor connecting residents to Old Town Temecula. Additionally, there are no sidewalks on this corridor, so pedestrians use the bike lanes when walking along this roadway. This segment qualifies as a portion of highway that is adjacent to a land or facility that generates high concentrations of bicyclists or pedestrians. Due to this designation, it is recommended to reduce the recommended speed limit an additional 5 miles per hour. It is recommended that the speed limit be posted at 40 mph for the above reason.

Segment 24 – Ynez Road – La Paz Street to Jedediah Smith Road

This segment is currently posted at 45 mph and has one through lane in each direction with an ADT of 13,753 vehicles per day. The adjacent land is residential along the 0.59-mile-long segment. The 85th percentile speed is 49 mph and would normally justify a 45 mph posted speed limit using the California MUTCD Option 2 to round down to the lower 5-mph speed. However, this roadway segment has a bike lane with a significant amount of bicyclists using this corridor connecting residents to Old Town Temecula. Additionally, there are no sidewalks on this corridor, so pedestrians use the bike lanes when walking along this roadway. This segment qualifies as a portion of highway that is adjacent to a land or facility that generates high concentrations of bicyclists or pedestrians. Due to this designation, it is recommended to reduce the recommended speed limit an additional 5 miles per hour. It is recommended that the speed limit be posted at 40 mph for the above reason.

Legislative References

Applicable Sections of California Vehicle Code

The following sections of the CVC are from the most recently published CVC as of August 2023 and contain new sections pertaining to AB 43.

Engineering and Traffic Surveys

Section 627.

(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 of 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.

Basic Speed Law

Section 22350.

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

Section 22351.

(a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.

(b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

Section 22352.

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 such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman 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 other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

Section 22357.1.

Notwithstanding Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 mile per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

Section 22358.4

(a)

(1) Wherever a local authority determines upon the basis on an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than reasonable or safe, the local authority my, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected up on the highway.

(b)

(1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, 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, at a distance of less than 500 feet from, or passing, 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 and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, 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, at a distance of 500 to 1,000 feet from, 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 and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5)

(A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For the purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For the purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at a distance between 500 and 1,000 feet away from school grounds.

Minimum and Maximum Prima Facie Speed Limits

Section 22357.

(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 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.

Section 22358.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Section 22358.3.

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Section 22360.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the speed limit of 65 miles per hour is more than is reasonable or safe upon any portion of a highway other than a state highway for a distance of not exceeding 2,000 feet in length between district, either business or residence, the local authority may determine and declare a reasonable and safe prima facie limit thereon lower than 65 mile per hour, but not less than 25 miles per hour, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street or highway.

Downward Speed Zoning

Section 22358.5.

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Safety Corridors (Added code from AB 43)

Section 22358.7.

(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) A portion of the 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.

(3) 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.

(4) 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.

Maintaining Posted Speeds (Added code from AB 43)

Section 22358.8.

(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.

Boundary Line Streets

Section 22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Speed Trap Prohibition

Section 40801.

No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speed Trap

Section 40802.

(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 subparagraph (A) of paragraph (2) of subdivision (a) 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 object. This paragraph does not apply to a local street, road, or school zone.

(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 the Federal Highway Administration and maintained by the Department of Transportation. It may also 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 of 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c)

(1) When all the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C)

(i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(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 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 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.

Speed Trap Evidence

Section 40803.

(a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) subdivision (a) of Section 40802.

APPENDIX A

Street Segment Data

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 1

STREET Amarita Way
FROM Pio Pico Road
CERTIFICATION DATE 5/28/2024
TO Santiago Road

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2023	**85th Percentile Speed**	39 mph
Time of Speed Survey	10:10AM	**50th Percentile Speed**	35 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	79%		
Average Daily Traffic (ADT)	2418		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	Pio Pico
Adjacent Land Use	Residential, Park
Length of Segment	0.42 miles
Width	47 feet
Pedestrian Traffic	Moderate
Truck Traffic	None
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	2 Lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 2

STREET Amarita Way
FROM Santiago Road
CERTIFICATION DATE 5/28/2024
TO Via Rami

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2023	**85th Percentile Speed**	39 mph
Time of Speed Survey	11:57AM	**50th Percentile Speed**	34 mph
Number of Survey Samples	185	**Posted Speed Limit**	40 mph
10 mph Pace	31-40 mph		
Percentage of Vehicles in Pace	64%		
Average Daily Traffic (ADT)	1077		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ Via Rami
Adjacent Land Use	Residential, Park, School Zone
Length of Segment	0.34 miles
Width	47 feet
Pedestrian Traffic	Heavy
Truck Traffic	None
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	2 Lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 3

STREET Amarita Way
FROM Via Rami
TO McCabe Drive
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2023	**85th Percentile Speed**	38 mph
Time of Speed Survey	2:02PM	**50th Percentile Speed**	32 mph
Number of Survey Samples	194	**Posted Speed Limit**	40 mph
10 mph Pace	28-37 mph		
Percentage of Vehicles in Pace	62%		
Average Daily Traffic (ADT)	1562		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ Via Rami, Via Alora, McCabe
Adjacent Land Use	Residential, School Zone
Length of Segment	0.31 miles
Width	47 feet
Pedestrian Traffic	Heavy
Truck Traffic	None
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	2 Lanes + TWLTL
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 4

STREET Butterfield Stage Road
FROM Rancho California Road
TO Ave Lestonnac
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	10/25/2023	**85th Percentile Speed**	47 mph
Time of Speed Survey	12:13PM	**50th Percentile Speed**	41 mph
Number of Survey Samples	200	**Posted Speed Limit**	55 mph
10 mph Pace	39-48 mph		
Percentage of Vehicles in Pace	58%		
Average Daily Traffic (ADT)	30407		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	No
On-Street Parking	None
Marked Uncontrolled X-Walks	@ Rancho California
Adjacent Land Use	Residential, School Nearby
Length of Segment	0.27 miles
Width	84 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	1
Number of Lanes	4 Lanes
Crash Rate	0.11 crashes/MVM
Statewide Average Crash Rate	0.77 crashes/MVM

RECOMMENDATION

Speed Limit	50 mph
Justification	Maintain Uniformity with Adjacent Segments

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 5

STREET Butterfield Stage Road
FROM Ave Lestonnac
TO Pauba Road
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	10/25/2023	**85th Percentile Speed**	49 mph
Time of Speed Survey	11:52AM	**50th Percentile Speed**	42 mph
Number of Survey Samples	200	**Posted Speed Limit**	55 mph
10 mph Pace	38-47 mph		
Percentage of Vehicles in Pace	60%		
Average Daily Traffic (ADT)	30385		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Yes, W/S, Partial
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ Pauba
Adjacent Land Use	Residential, School Nearby
Length of Segment	0.56 miles
Width	64-848 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	1
Number of Lanes	4 Lanes
Crash Rate	0.05 crashes/MVM
Statewide Average Crash Rate	0.77 crashes/MVM

RECOMMENDATION

Speed Limit	50 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 6

STREET Butterfield Stage Road
FROM Pauba Road
TO De Portola Road
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	10/25/2023	**85th Percentile Speed**	49 mph
Time of Speed Survey	11:24AM	**50th Percentile Speed**	45 mph
Number of Survey Samples	200	**Posted Speed Limit**	55 mph
10 mph Pace	42-51 mph		
Percentage of Vehicles in Pace	71%		
Average Daily Traffic (ADT)	22567		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential, Park
Length of Segment	1.44 miles
Width	86 feet
Pedestrian Traffic	Moderate
Truck Traffic	Moderate
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	2
Number of Lanes	4 Lanes + Raised Median
Crash Rate	0.06 crashes/MVM
Statewide Average Crash Rate	0.93 crashes/MVM

RECOMMENDATION

Speed Limit	50 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 7

STREET Butterfield Stage Road
FROM De Portola Road
CERTIFICATION DATE 5/28/2024
TO Temecula Parkway

OPERATING CHARACTERISTICS

Date of Speed Survey	1/31/2023	**85th Percentile Speed**	48 mph
Time of Speed Survey	1:25PM	**50th Percentile Speed**	45 mph
Number of Survey Samples	100	**Posted Speed Limit**	50 mph
10 mph Pace	40-49 mph		
Percentage of Vehicles in Pace	63%		
Average Daily Traffic (ADT)	25886		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Sidewalks	None
Driveways	E/S Only
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Agriculture, Business
Length of Segment	0.25 miles
Width	66 feet
Pedestrian Traffic	Light
Truck Traffic	Moderate
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Fair
Lighting	None

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	1
Number of Lanes	3 Lanes
Crash Rate	0.14 crashes/MVM
Statewide Average Crash Rate	1.61 crashes/MVM

RECOMMENDATION

Speed Limit	50 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 8

STREET Butterfield Stage Road
FROM Temecula Parkway
TO Welton Way
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/31/2024	**85th Percentile Speed**	48 mph
Time of Speed Survey	2:00PM	**50th Percentile Speed**	43 mph
Number of Survey Samples	100	**Posted Speed Limit**	45 mph
10 mph Pace	37-46 mph		
Percentage of Vehicles in Pace	77%		
Average Daily Traffic (ADT)	32772		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	Both Sides
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential, Business, School Zone
Length of Segment	0.40 miles
Width	82 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	4
Number of Lanes	4 Lanes
Crash Rate	0.28 crashes/MVM
Statewide Average Crash Rate	1.60 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	California MUTCD Option 2

Field Study By AC **Checked By** NS

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CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 9

STREET Butterfield Stage Road
FROM Welton Way
TO Nighthawk Pass
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/31/2024	**85th Percentile Speed**	48 mph
Time of Speed Survey	2:20PM	**50th Percentile Speed**	44 mph
Number of Survey Samples	100	**Posted Speed Limit**	45 mph
10 mph Pace	39-48 mph		
Percentage of Vehicles in Pace	74%		
Average Daily Traffic (ADT)	15697		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential, School Zone
Length of Segment	0.30 miles
Width	80 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Fair
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	4 Lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.60 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	California MUTCD Option 2

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 10

STREET De Portola Road
FROM Jedediah Smith Road
TO Margarita Road
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	1/31/2024	**85th Percentile Speed**	48 mph
Time of Speed Survey	12:45PM	**50th Percentile Speed**	45 mph
Number of Survey Samples	100	**Posted Speed Limit**	45 mph
10 mph Pace	39-48 mph		
Percentage of Vehicles in Pace	85%		
Average Daily Traffic (ADT)	20691		
Date of ADT	3/2/2022		

ROADWAY CHARACTERISTICS

Sidewalks	None
Driveways	Both Sides
On-Street Parking	None
Marked Uncontrolled X-Walks	@ TS, Horse Xing E/O Jedediah Smith
Adjacent Land Use	Residential
Length of Segment	1.23 miles
Width	44 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Good
Lighting	None

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	1
Number of Lanes	2 Lanes+ Raised Median
Crash Rate	0.04 crashes/MVM
Statewide Average Crash Rate	1.60 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	California MUTCD Option 2

Field Study By NS **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 11

STREET El Chimisal Road
FROM Redhawk Parkway
CERTIFICATION DATE 5/28/2024
TO South City Limits

OPERATING CHARACTERISTICS

Date of Speed Survey	8/10/2023	**85th Percentile Speed**	36 mph
Time of Speed Survey	12:50PM	**50th Percentile Speed**	32 mph
Number of Survey Samples	200	**Posted Speed Limit**	40 mph
10 mph Pace	27-36 mph		
Percentage of Vehicles in Pace	72%		
Average Daily Traffic (ADT)	2384		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ Redhawk
Adjacent Land Use	Residential
Length of Segment	0.23 miles
Width	64 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Fair
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	2 Lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 12

STREET Montelegro Way
FROM Pio Pico Road
CERTIFICATION DATE 5/28/2024
TO McCabe Drive

OPERATING CHARACTERISTICS

Date of Speed Survey	8/10/2023	**85th Percentile Speed**	38 mph
Time of Speed Survey	10:37AM	**50th Percentile Speed**	34 mph
Number of Survey Samples	152	**Posted Speed Limit**	40 mph
10 mph Pace	30-39 mph		
Percentage of Vehicles in Pace	90%		
Average Daily Traffic (ADT)	1556		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ McCabe, Pio Pico
Adjacent Land Use	Residential
Length of Segment	0.73 miles
Width	47 feet
Pedestrian Traffic	Moderate
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	2 Lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.07 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 13

STREET Santiago Road
FROM Margarita Road
TO Amarita Way
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/10/2023	**85th Percentile Speed**	34 mph
Time of Speed Survey	9:00AM	**50th Percentile Speed**	31 mph
Number of Survey Samples	200	**Posted Speed Limit**	35 mph
10 mph Pace	26-35 mph		
Percentage of Vehicles in Pace	79%		
Average Daily Traffic (ADT)	2099		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ Margarita, Amarita
Adjacent Land Use	Residential
Length of Segment	0.20 miles
Width	84 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	4 Lanes + Raised Median
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 14

STREET Ynez Road
FROM North City Limits
CERTIFICATION DATE 5/28/2024
TO Date Street

OPERATING CHARACTERISTICS

Date of Speed Survey	8/14/2023	**85th Percentile Speed**	45 mph
Time of Speed Survey	9:00AM	**50th Percentile Speed**	40 mph
Number of Survey Samples	200	**Posted Speed Limit**	NP mph
10 mph Pace	36-45 mph		
Percentage of Vehicles in Pace	76%		
Average Daily Traffic (ADT)	15085		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential
Length of Segment	0.30 miles
Width	92 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	2
Number of Lanes	4 Lanes + Raised Median
Crash Rate	0.40 crashes/MVM
Statewide Average Crash Rate	0.64 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 15

STREET Ynez Road
FROM Date Street
TO Equity Drive
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/14/2023	**85th Percentile Speed**	46 mph
Time of Speed Survey	9:35AM	**50th Percentile Speed**	42 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	38-47 mph		
Percentage of Vehicles in Pace	78%		
Average Daily Traffic (ADT)	25079		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential, Park
Length of Segment	0.26 miles
Width	90 feet
Pedestrian Traffic	Moderate
Truck Traffic	Moderate
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	2
Number of Lanes	4 Lanes + Raised Median
Crash Rate	0.28 crashes/MVM
Statewide Average Crash Rate	0.93 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 16

STREET Ynez Road
FROM Equity Drive
CERTIFICATION DATE 5/28/2024
TO Winchester Road

OPERATING CHARACTERISTICS

Date of Speed Survey	8/14/2023	**85th Percentile Speed**	44 mph
Time of Speed Survey	10:07AM	**50th Percentile Speed**	39 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	35-44 mph		
Percentage of Vehicles in Pace	72%		
Average Daily Traffic (ADT)	24835		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	Both Sides
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Business, Commercial
Length of Segment	0.58 miles
Width	85 feet
Pedestrian Traffic	Moderate
Truck Traffic	Moderate
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	5
Number of Lanes	4 Lanes + TWLTL + Partial Raised Median
Crash Rate	0.32 crashes/MVM
Statewide Average Crash Rate	0.93 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 17

STREET Ynez Road
FROM Winchester Road
TO Overland Drive
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/14/2023	**85th Percentile Speed**	39 mph
Time of Speed Survey	10:32AM	**50th Percentile Speed**	34 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	29-38 mph		
Percentage of Vehicles in Pace	75%		
Average Daily Traffic (ADT)	37596		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	W/S Only
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Commercial, Business
Length of Segment	0.37 miles
Width	125 feet
Pedestrian Traffic	Light
Truck Traffic	Moderate
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Fair
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	1
Number of Lanes	6 Lanes + Raised Median
Crash Rate	0.07 crashes/MVM
Statewide Average Crash Rate	0.87 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Maintain Uniformity with Adjacent Segments

Field Study By AC **Checked By** NS

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CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 18

STREET Ynez Road
FROM Overland Drive
TO Solana Way
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/14/2023	**85th Percentile Speed**	44 mph
Time of Speed Survey	11:00AM	**50th Percentile Speed**	39 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	34-43 mph		
Percentage of Vehicles in Pace	71%		
Average Daily Traffic (ADT)	36348		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	Both Sides
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Business, Commercial, Car Dealerships
Length of Segment	0.37 miles
Width	110 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	4
Number of Lanes	6 Lanes + Raised Median
Crash Rate	0.27 crashes/MVM
Statewide Average Crash Rate	0.87 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 19

STREET Ynez Road
FROM Solana Way
TO Rancho California Road
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/14/2023	**85th Percentile Speed**	47 mph
Time of Speed Survey	11:24AM	**50th Percentile Speed**	41 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	36-45 mph		
Percentage of Vehicles in Pace	72%		
Average Daily Traffic (ADT)	32626		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Yes E/S, Partial
Driveways	Both Sides
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Commercial, Car Dealerships
Length of Segment	0.91 miles
Width	84-110 feet
Pedestrian Traffic	Light
Truck Traffic	Moderate
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	6
Number of Lanes	5-6 Lanes + Raised Median
Crash Rate	0.18 crashes/MVM
Statewide Average Crash Rate	0.87 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 20

STREET Ynez Road
FROM Rancho California Road
TO Rancho Vista Road
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/14/2023	**85th Percentile Speed**	45 mph
Time of Speed Survey	11:45AM	**50th Percentile Speed**	41 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	36-45 mph		
Percentage of Vehicles in Pace	73%		
Average Daily Traffic (ADT)	30312		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	E/S Partial, W/S P
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential, Park
Length of Segment	0.46 miles
Width	50-80 feet
Pedestrian Traffic	Moderate
Truck Traffic	Moderate
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Fair
Roadway Conditions	Fair
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	9
Number of Lanes	3-4 Lanes
Crash Rate	0.59 crashes/MVM
Statewide Average Crash Rate	0.77 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 21

STREET Ynez Road
FROM Rancho Vista Road
TO Pauba Road
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/10/2023	**85th Percentile Speed**	44 mph
Time of Speed Survey	3:20PM	**50th Percentile Speed**	38 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	33-42 mph		
Percentage of Vehicles in Pace	74%		
Average Daily Traffic (ADT)	24839		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	None
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential
Length of Segment	0.27 miles
Width	70 feet
Pedestrian Traffic	Moderatre
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	4
Number of Lanes	4 Lanes
Crash Rate	0.54 crashes/MVM
Statewide Average Crash Rate	0.77 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024 **Date**	**TE 2933** **State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 22

STREET Ynez Road
FROM Pauba Road
TO Santiago Road
CERTIFICATION DATE 5/28/2024

OPERATING CHARACTERISTICS

Date of Speed Survey	8/10/2023	**85th Percentile Speed**	45 mph
Time of Speed Survey	2:58PM	**50th Percentile Speed**	40 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	36-45 mph		
Percentage of Vehicles in Pace	72%		
Average Daily Traffic (ADT)	18079		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	Both Sides
Driveways	Yes W/S, Partial
On-Street Parking	None
Marked Uncontrolled X-Walks	@ All T.S.
Adjacent Land Use	Residential
Length of Segment	0.46 miles
Width	55 feet
Pedestrian Traffic	Moderate
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited Sight Distance
Roadway Conditions	Good
Lighting	Both Sides

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	0
Number of Lanes	2-3 Lanes
Crash Rate	0.00 crashes/MVM
Statewide Average Crash Rate	1.61 crashes/MVM

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By AC **Checked By** NS

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Nicolle Spann	5/28/2024	TE 2933
	Date	**State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 23

STREET Ynez Road
FROM Santiago Road
CERTIFICATION DATE 5/28/2024
TO La Paz Street

OPERATING CHARACTERISTICS

Date of Speed Survey	8/10/2023	**85th Percentile Speed**	48 mph
Time of Speed Survey	2:41PM	**50th Percentile Speed**	44 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	40-49 mph		
Percentage of Vehicles in Pace	81%		
Average Daily Traffic (ADT)	15862		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	None
Driveways	Both Sides
On-Street Parking	None
Marked Uncontrolled X-Walks	@ La Paz, Santiago, N/O Flores
Adjacent Land Use	Residential
Length of Segment	0.61 miles
Width	44 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Good
Lighting	None

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	2
Number of Lanes	2 Lanes + TWLTL
Crash Rate	0.19 crashes/MVM
Statewide Average Crash Rate	0.61 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2 & High Concentration of Bicyclists and Pedestrians Roadway

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024	TE 2933
	Date	**State Registration Number**

CITY OF TEMECULA

2023 ENGINEERING AND TRAFFIC SURVEY

Segment 24

STREET Ynez Road
FROM La Paz Street
CERTIFICATION DATE 5/28/2024
TO Jedediah Smith Road

OPERATING CHARACTERISTICS

Date of Speed Survey	8/10/2023	**85th Percentile Speed**	49 mph
Time of Speed Survey	2:20PM	**50th Percentile Speed**	44 mph
Number of Survey Samples	200	**Posted Speed Limit**	45 mph
10 mph Pace	39-48 mph		
Percentage of Vehicles in Pace	70%		
Average Daily Traffic (ADT)	13753		
Date of ADT	6/18/2023		

ROADWAY CHARACTERISTICS

Sidewalks	None
Driveways	Both Sides
On-Street Parking	None
Marked Uncontrolled X-Walks	@ La Paz
Adjacent Land Use	Residential
Length of Segment	0.59 miles
Width	44 feet
Pedestrian Traffic	Light
Truck Traffic	Light
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Fair
Roadway Conditions	Good
Lighting	None

CRASH HISTORY

Date Range	1/1/2020-12/31/2022
Total Crashes	1
Number of Lanes	2 Lanes + TWLTL
Crash Rate	0.11 crashes/MVM
Statewide Average Crash Rate	0.61 crashes/MVM

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2 & High Concentration of Bicyclists and Pedestrians Roadway

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of Temecula was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann	5/28/2024	TE 2933
	Date	**State Registration Number**

APPENDIX B

Radar Speed Distribution Forms

CITY OF TEMECULA

DATE: 08/09/23 **DAY:** Wednesday **TIME PERIOD:** 10:10AM **TO** 11:53AM

FOR ROADWAY: AMARITA WAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	0	1	1	
45	X	0	1	1	
44	X	1	0	1	
43	XXX	2	1	3	
42	XXXX	3	1	4	
41	XXX	0	3	3	
40	XXXXXX	3	3	6	
39	XXXXXXXXXXXXXX	7	7	14	*
38	XXXXXXXXXXXXXXXX	11	5	16	*
37	XXXXXXXXXXXXXXXXX	9	8	17	*
36	XXXXXXXXXXXXXXXXXXXXXXXXXX	15	10	25	PACE
35	XXXXXXXXXXXXXXXXXXXX	11	9	20	
34	XXXXXXXXXXXXXX	7	7	14	
33	XXXXXXXXXXXXXXXX	9	7	16	
32	XXXXXXXXXXXXXX	4	10	14	*
31	XXXXXXXX	3	5	8	*
30	XXXXXXXXXXXXXXX	5	9	14	*
29	XXXXXXX	2	5	7	
28	XXX	3	0	3	
27	XXX	1	2	3	
26	XXXXXX	2	4	6	
25	XX	0	2	2	
24		0	0	0	
23	X	1	0	1	
22	X	1	0	1	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): PIO PICO RD AND SANTIAGO RD

OBSERVATION POINT: SOUTH OF VIA CALLI

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**39**	**39**	**M.P.H.**
50TH %:	36	34	35	M.P.H.
15TH %:	30	30	30	M.P.H.
10 MPH PACE:	30 - 39	30 - 39	30 - 39	M.P.H.
% IN PACE:	81%	77%	79%	
% OVER PACE:	9%	10%	10%	
% UNDER PACE:	10%	13%	12%	
ARITHMETIC MEAN:	35	34	35	M.P.H.
SAMPLE VARIANCE:	17	19	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.19	0.09	
STD. ERROR OF THE MEAN:	0.41	0.44	0.30	M.P.H.

CITY OF TEMECULA

DATE: 08/09/23 **DAY:** Wednesday **TIME PERIOD:** 11:57AM **TO** 1:57PM

FOR ROADWAY: AMARITA WAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	X	1	0	1	
44		0	0	0	
43	XXX	2	1	3	
42	XXXXXXX	4	3	7	
41	X	0	1	1	
40	XXXXXXXXXXXX	6	6	12	*
39	XXXXXXX	4	3	7	*
38	XXXXXXXXXXXXX	7	6	13	*
37	XXXXXXXXXXXXX	4	9	13	P
36	XXXXXXX	3	4	7	A
35	XXXXXXXXXXXXXXXXXXX	8	11	19	C
34	XXXXXXXXXXX	3	8	11	E
33	XXXXXXXXXXXX	9	4	13	*
32	XXXXXXXXXXXXXXX	6	10	16	*
31	XXXXXXX	2	5	7	*
30	XXXXXXXXXXXX	4	8	12	
29	XXXXXX	3	3	6	
28	XXXXXXXX	0	8	8	
27	XXXXXXXXX	3	6	9	
26	XXXXX	5	0	5	
25	XXXXX	2	3	5	
24	XXXXX	5	0	5	
23	XX	1	1	2	
22	X	1	0	1	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18	X	1	0	1	
17	X	1	0	1	
16		0	0	0	
15		0	0	0	
		85	**100**	**185**	

LIMITS (BTN): SANTIAGO RD AND VIA RAMI

OBSERVATION POINT: NORTH OF VIA RICCI

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**38**	**39**	**M.P.H.**
50TH %:	33	34	34	M.P.H.
15TH %:	26	28	27	M.P.H.
10 MPH PACE:	31 - 40	28 - 37	31 - 40	M.P.H.
% IN PACE:	61%	70%	64%	
% OVER PACE:	8%	20%	6%	
% UNDER PACE:	31%	10%	30%	
ARITHMETIC MEAN:	33	33	33	M.P.H.
SAMPLE VARIANCE:	37	20	28	
STANDARD DEVIATION:	6	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.43	0.20	0.15	
STD. ERROR OF THE MEAN:	0.66	0.45	0.39	M.P.H.

CITY OF TEMECULA

DATE: 08/09/23 **DAY:** Wednesday **TIME PERIOD:** 2:02PM **TO** 4:02PM

FOR ROADWAY: AMARITA WAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	XXX	3	0	3	
44	XX	2	0	2	
43	X	0	1	1	
42	XXX	3	0	3	
41	XXXX	2	2	4	
40	XXXXXX	2	4	6	
39	XXXXXXXXXX	4	6	10	
38	XXXXX	3	2	5	
37	XXXXXXXXXX	5	5	10	*
36	XXXXXXXXX	7	2	9	*
35	XXXXXXXXXXXXXXXX	9	7	16	*
34	XXXXXXXXXX	3	8	11	PACE
33	XXXXXXXXXXXXXXXX	6	10	16	
32	XXXXXXXXXXXXXXXXXX	10	8	18	
31	XXXXXX	4	2	6	
30	XXXXXXXXXXXX	6	6	12	*
29	XXXXXXXXXX	2	9	11	*
28	XXXXXXXXXXXX	8	4	12	*
27	XXXXXXX	0	7	7	
26	XXXXXX	6	0	6	
25	XXXXXXXXX	5	4	9	
24	XXXXX	5	0	5	
23	XXXXXXX	2	5	7	
22	XX	0	2	2	
21		0	0	0	
20	X	1	0	1	
19		0	0	0	
18	X	1	0	1	
17	X	1	0	1	
16		0	0	0	
15		0	0	0	
		100	**94**	**194**	

LIMITS (BTN): VIA RAMI AND MCCABE DR

OBSERVATION POINT: SOUTH OF VIA ALORA

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**39**	**38**	**38**	**M.P.H.**
50TH %:	32	32	32	M.P.H.
15TH %:	25	27	26	M.P.H.
10 MPH PACE:	28 - 37	27 - 36	28 - 37	M.P.H.
% IN PACE:	60%	67%	62%	
% OVER PACE:	19%	21%	18%	
% UNDER PACE:	21%	12%	20%	
ARITHMETIC MEAN:	32	32	32	M.P.H.
SAMPLE VARIANCE:	37	25	31	
STANDARD DEVIATION:	6	5	6	M.P.H.
VARIANCE OF THE MEAN:	0.37	0.26	0.16	
STD. ERROR OF THE MEAN:	0.61	0.51	0.40	M.P.H.

CITY OF TEMECULA

DATE: 10/25/23 **DAY:** Wednesday **TIME PERIOD:** 12:13PM **TO** 12:32PM

FOR ROADWAY: BUTTERFIELD STAGE ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	1	0	1	
54		0	0	0	
53	XX	2	0	2	
52	XX	1	1	2	
51	XX	1	1	2	
50	XXXX	3	1	4	
49	XXXXXXXX	4	4	8	
48	XXXXXXXXX	9	0	9	*
47	XXXXXXXXXX	4	6	10	*
46	XXXXXXXXXX	6	4	10	*
45	XXXXXXXXXXXXXXXX	4	12	16	P
44	XXXXXXXXXX	6	5	11	A
43	XXXXXXXXXXXXX	3	10	13	C
42	XXXXXXX	4	3	7	E
41	XXXXXXXXXXX	5	6	11	*
40	XXXXXXXXXXXXXXXXXXXX	10	9	19	*
39	XXXXXXXXX	5	4	9	*
38	XXXXXXXXX	6	3	9	
37	XXXXXXXX	7	1	8	
36	XXXXXXXXXX	6	4	10	
35	XXXXXXXXXXX	5	6	11	
34	XXXXXXXXXXX	4	7	11	
33	XXXX	1	3	4	
32	XXXX	0	4	4	
31	XXXXXX	3	3	6	
30	X	0	1	1	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26	XX	0	2	2	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): RANCHO CALIFORNIA ROAD AND AVE LESTONNAC

OBSERVATION POINT: MID BLOCK

POSTED SPEED LIMIT: 55 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**48**	**46**	**47**	**M.P.H.**
50TH %:	41	41	41	M.P.H.
15TH %:	36	34	35	M.P.H.
10 MPH PACE:	35 - 44	38 - 47	39 - 48	M.P.H.
% IN PACE:	57%	62%	58%	
% OVER PACE:	35%	7%	10%	
% UNDER PACE:	8%	31%	33%	
ARITHMETIC MEAN:	42	40	41	M.P.H.
SAMPLE VARIANCE:	31	33	32	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.31	0.33	0.16	
STD. ERROR OF THE MEAN:	0.56	0.57	0.40	M.P.H.

CITY OF TEMECULA

DATE: 10/25/23 **DAY:** Wednesday **TIME PERIOD:** 11:52AM **TO** 12:08PM

FOR ROADWAY: BUTTERFIELD STAGE ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61	X	1	0	1	
60		0	0	0	
59		0	0	0	
58	X	0	1	1	
57		0	0	0	
56	XX	1	1	2	
55	XX	1	1	2	
54	XXXX	3	1	4	
53	XX	2	0	2	
52	XXX	1	2	3	
51	XXXXX	3	2	5	
50	XXXX	1	3	4	
49	XXXXXXXXXX	3	7	10	
48	XXXXXXX	2	5	7	
47	XXXXXXXXX	5	4	9	*
46	XXXXXXXXXXXXXXXXX	7	10	17	*
45	XXXXXXXXX	5	4	9	*
44	XXXXXXX	4	3	7	
43	XXXXXXXXXXXXXXX	7	8	15	
42	XXXXXXXXXX	4	7	11	
41	XXXXXXXXXXXXXXXXXX	8	10	18	
40	XXXXXXXXXXXX	5	7	12	*
39	XXXXX	2	3	5	*
38	XXXXXXXXXXXXXXXX	9	7	16	*
37	XXXXXXXXX	5	4	9	
36	XXXXXXXXXXXXXX	9	5	14	
35	XXXXXX	5	1	6	
34	XXXX	2	2	4	
33	XXXX	3	1	4	
32	XX	2	0	2	
31	X	0	1	1	
30		0	0	0	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): AVE LESTONNAC AND PAUBA ROAD

OBSERVATION POINT: SOUTH OF RANCHO VISTA RD

POSTED SPEED LIMIT: 55 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**49**	**49**	**49**	**M.P.H.**
50TH %:	41	43	42	M.P.H.
15TH %:	36	38	36	M.P.H.
10 MPH PACE:	36 - 45	40 - 49	38 - 47	M.P.H.
% IN PACE:	58%	65%	60%	
% OVER PACE:	30%	11%	21%	
% UNDER PACE:	12%	24%	20%	
ARITHMETIC MEAN:	42	43	43	M.P.H.
SAMPLE VARIANCE:	38	29	33	
STANDARD DEVIATION:	6	5	6	M.P.H.
VARIANCE OF THE MEAN:	0.38	0.29	0.17	
STD. ERROR OF THE MEAN:	0.62	0.53	0.41	M.P.H.

CITY OF TEMECULA

DATE: 10/25/23 **DAY:** Wednesday **TIME PERIOD:** 11:24AM **TO** 11:48AM

FOR ROADWAY: BUTTERFIELD STAGE ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59	X	1	0	1	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	X	0	1	1	
54	XXX	2	1	3	
53	XXX	2	1	3	
52	XXX	2	1	3	
51	XXXXXXX	4	3	7	*
50	XXXXXXX	4	3	7	*
49	XXXXXXXXXXXXXXX	7	8	15	*
48	XXXXXXXXXXXXXXXX	6	10	16	PACE
47	XXXXXXXXXXXXX	5	9	14	
46	XXXXXXXXXXXX	5	8	13	
45	XXXXXXXXXXXXXXXXX	7	11	18	
44	XXXXXXXXXXXXXXX	8	9	17	*
43	XXXXXXXXXXXXXXXXXXXXX	10	11	21	*
42	XXXXXXXXXXXXX	8	6	14	*
41	XXXXXXX	4	3	7	
40	XXXXXX	4	2	6	
39	XXXXXXXXXXX	9	3	12	
38	XXXXXXXXX	5	4	9	
37	XXXX	1	3	4	
36	XXXX	2	2	4	
35	X	1	0	1	
34		0	0	0	
33		0	0	0	
32	X	1	0	1	
31		0	0	0	
30	XX	1	1	2	
29	X	1	0	1	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): PAUBA ROAD AND DE PORTOLA ROAD

OBSERVATION POINT: NORTH OF JEREZ LANE

POSTED SPEED LIMIT: 55 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**49**	**49**	**49**	**M.P.H.**
50TH %:	44	45	45	M.P.H.
15TH %:	39	40	39	M.P.H.
10 MPH PACE:	39 - 48	42 - 51	42 - 51	M.P.H.
% IN PACE:	66%	78%	71%	
% OVER PACE:	22%	4%	6%	
% UNDER PACE:	12%	18%	24%	
ARITHMETIC MEAN:	44	45	44	M.P.H.
SAMPLE VARIANCE:	28	18	23	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.18	0.12	
STD. ERROR OF THE MEAN:	0.53	0.43	0.34	M.P.H.

City of Temecula

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	0	57		0	
56	0	1	56	X	1	
55	0	1	55	X	1	
54	0	0	54		0	
53	0	2	53	X X	2	
52	0	4	52	X X X X	4	
51	0	1	51	X	1	
50	1	2	50	X / X X	3	
49	2	1	49	X X / X	3	*
48	3	5	48	X X X / X X X X X	8	*
47	2	3	47	X X / X X X	5	*
46	4	2	46	X X X X / X X	6	PACE
45	6	10	45	X X X X X X / X X X X X X X X X X	16	
44	3	1	44	X X X / X	4	
43	4	2	43	X X X X / X X	6	
42	1	3	42	X / X X X	4	*
41	4	0	41	X X X X	4	*
40	4	3	40	X X X X / X X X	7	*
39	3	0	39	X X X	3	
38	3	4	38	X X X / X X X X	7	
37	3	2	37	X X X / X X	5	
36	2	1	36	X X / X	3	
35	0	0	35		0	
34	1	0	34	X	1	
33	0	1	33	X	1	
32	2	0	32	X X	2	
31	0	0	31		0	
30	2	1	30	X X / X	3	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Butterfield Stage Road

Between: De Portola Road - Temecula Parkway

Weather: Clear

Date: 1/31/24

Time From: 1:25

Time To: 1:50

Existing Speed Limit: 50 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	4%	12%
% In Pace:	70%	62%	63%
% Under Pace:	14%	34%	25%
Average Speed:	42 MPH	45 MPH	43 MPH
Pace Speed:	37 - 46 MPH	44 - 53 MPH	40 - 49 MPH
15th Percentile / Critical Speed:	37 MPH	38 MPH	37 MPH
50th Percentile / Critical Speed:	42 MPH	45 MPH	45 MPH
85th Percentile / Critical Speed:	47 MPH	52 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Temecula

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	1	56		X	1	
55	0	3	55		X X X	3	
54	0	0	54			0	
53	0	0	53			0	
52	1	1	52	X	X	2	
51	0	0	51			0	
50	3	1	50	X X X	X	4	
49	2	2	49	X X	X X	4	
48	2	2	48	X X	X X	4	
47	2	1	47	X X	X	3	
46	3	6	46	X X X	X X X X X X	9	*
45	6	4	45	X X X X X X	X X X X	10	*
44	4	4	44	X X X X	X X X X	8	*
43	3	5	43	X X X	X X X X X	8	*
42	6	2	42	X X X X X X	X X	8	*
41	2	5	41	X X	X X X X X	7	*
40	7	4	40	X X X X X X X	X X X X	11	*
39	1	0	39	X		1	*
38	5	5	38	X X X X X	X X X X X	10	*
37	2	3	37	X X	X X X	5	*
36	1	0	36	X		1	
35	0	0	35			0	
34	0	0	34			0	
33	0	0	33			0	
32	0	1	32		X	1	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Butterfield Stage Road

Between: Temecula Parkway - Welton Way

Weather: Clear

Date: 1/31/24

Time From: 2:00

Time To: 2:20

Existing Speed Limit: 45 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	22%	21%
% In Pace:	78%	76%	77%
% Under Pace:	6%	2%	2%
Average Speed:	43 MPH	44 MPH	43 MPH
Pace Speed:	38 - 47 MPH	37 - 46 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
50th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH
85th Percentile / Critical Speed:	48 MPH	49 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Temecula

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	1	57	X	1	
56	0	0	56		0	
55	0	0	55		0	
54	0	2	54	X X	2	
53	0	0	53		0	
52	1	1	52	X / X	2	
51	0	1	51	X	1	
50	2	2	50	X X / X X	4	
49	3	1	49	X X X / X	4	
48	5	3	48	X X X X X / X X X	8	*
47	2	1	47	X X / X	3	*
46	3	3	46	X X X / X X X	6	*
45	7	8	45	X X X X X X X / X X X X X X X X	15	P
44	3	2	44	X X X / X X	5	A
43	7	1	43	X X X X X X X / X	8	C
42	5	7	42	X X X X X / X X X X X X X	12	E
41	6	1	41	X X X X X X / X	7	*
40	1	4	40	X / X X X X	5	*
39	2	3	39	X X / X X X	5	*
38	1	3	38	X / X X X	4	
37	0	3	37	X X X	3	
36	2	2	36	X X / X X	4	
35	0	0	35		0	
34	0	0	34		0	
33	0	1	33	X	1	
32	0	0	32		0	
31	0	0	31		0	
30	0	0	30		0	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Butterfield Stage Road

Between: Welton Way - Nighthawk Pass

Weather: Clear

Date: 1/31/24

Time From: 2:20

Time To: 2:40

Existing Speed Limit: 45 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	24%	14%
% In Pace:	86%	70%	74%
% Under Pace:	12%	6%	12%
Average Speed:	44 MPH	44 MPH	44 MPH
Pace Speed:	41 - 50 MPH	37 - 46 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	41 MPH	38 MPH	39 MPH
50th Percentile / Critical Speed:	44 MPH	43 MPH	44 MPH
85th Percentile / Critical Speed:	48 MPH	49 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Temecula

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	1	53	X	1
52	1	0	52	X	1
51	1	2	51	X X	3
50	1	4	50	X X X X	5
49	2	0	49	X X	2
48	3	6	48	X X X X X X X X X	9
47	4	5	47	X X X X X X X X X	9
46	5	4	46	X X X X X X X X X	9
45	12	16	45	X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X	28
44	4	3	44	X X X X X X X	7
43	4	2	43	X X X X X X	6
42	3	0	42	X X X	3
41	3	3	41	X X X X X X	6
40	3	2	40	X X X X X	5
39	2	1	39	X X X	3
38	1	0	38	X	1
37	0	0	37		0
36	0	1	36	X	1
35	0	0	35		0
34	0	0	34		0
33	1	0	33	X	1
32	0	0	32		0
31	0	0	31		0
30	0	0	30		0
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * *

Location: De Portola Road

Between: Jedediah Smith Road - Margarita Road

Weather: Clear

Date: 1/31/24

Time From: 12:45

Time To: 1:05

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	6%	12%
% In Pace:	86%	86%	85%
% Under Pace:	8%	8%	3%
Average Speed:	44 MPH	46 MPH	45 MPH
Pace Speed:	40 - 49 MPH	41 - 50 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	41 MPH	43 MPH	41 MPH
50th Percentile / Critical Speed:	45 MPH	45 MPH	45 MPH
85th Percentile / Critical Speed:	48 MPH	48 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

CITY OF TEMECULA

DATE: 08/10/23 **DAY:** Thursday **TIME PERIOD:** 12:50PM **TO** 2:04PM

FOR ROADWAY: EL CHIMISAL ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46	X	1	0	1	
45		0	0	0	
44	X	1	0	1	
43		0	0	0	
42	XX	2	0	2	
41	XXX	2	1	3	
40		0	0	0	
39	XX	1	1	2	
38	XXXXXX	4	2	6	
37	XXXXXXXXX	5	4	9	
36	XXXXXXXXXXXXX	10	3	13	*
35	XXXXXXXXXXXXX	5	8	13	*
34	XXXXXXXXXXXXXXXXX	6	11	17	*
33	XXXXXXXXXXXXXXXXX	8	9	17	P
32	XXXXXXXXXXXXXXXXX	5	12	17	A
31	XXXXXXXXXXXXXXXXX	9	8	17	C
30	XXXXXXXXXXXXXX	7	7	14	E
29	XXXXXXXXXXXXXXXXX	8	9	17	*
28	XXXXXXXX	4	4	8	*
27	XXXXXXXXXXX	3	8	11	*
26	XXXXXX	4	2	6	
25	XXXXXXXX	5	3	8	
24	XXXXXXXXXXX	8	3	11	
23	XXXX	2	2	4	
22	X	0	1	1	
21	X	0	1	1	
20	X	0	1	1	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): REDHAWK PKWY AND SOUTH CITY LIMITS

OBSERVATION POINT: SOUTH OF CHATEAU CT

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**37**	**35**	**36**	**M.P.H.**
50TH %:	31	32	32	M.P.H.
15TH %:	25	27	26	M.P.H.
10 MPH PACE:	29 - 38	27 - 36	27 - 36	M.P.H.
% IN PACE:	67%	79%	72%	
% OVER PACE:	7%	8%	12%	
% UNDER PACE:	26%	13%	16%	
ARITHMETIC MEAN:	32	31	31	M.P.H.
SAMPLE VARIANCE:	26	17	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.17	0.11	
STD. ERROR OF THE MEAN:	0.51	0.41	0.33	M.P.H.

CITY OF TEMECULA

DATE: 08/10/23 **DAY:** Thursday **TIME PERIOD:** 10:37AM **TO** 12:37PM

FOR ROADWAY: MONTELEGRO WAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43	X	0	1	1	
42	XX	1	1	2	
41	X	0	1	1	
40	XXXXX	1	4	5	
39	XXXXX	2	3	5	*
38	XXXXXXXXXX	1	9	10	*
37	XXXXX	2	3	5	*
36	XXXXXXXXXXXXX	5	8	13	P
35	XXXXXXXXXXXXXXXXXXXXXXX	10	12	22	A
34	XXXXXXXXXXXXXX	7	8	15	C
33	XXXXXXXXXXXXXXXXXXXXX	9	13	22	E
32	XXXXXXXXXXXXXXXXXXXXXXX	15	9	24	*
31	XXXXXXXXXX	11	0	11	*
30	XXXXXXXXXX	7	3	10	*
29	X	0	1	1	
28	XXXX	2	2	4	
27		0	0	0	
26	X	1	0	1	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		74	**78**	**152**	

LIMITS (BTN): PIO PICO RD AND MCCABE DR

OBSERVATION POINT: SOUTH OF VIA RIVAS

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**36**	**38**	**38**	**M.P.H.**
50TH %:	33	35	34	M.P.H.
15TH %:	31	32	31	M.P.H.
10 MPH PACE:	30 - 39	32 - 41	30 - 39	M.P.H.
% IN PACE:	93%	90%	90%	
% OVER PACE:	3%	3%	6%	
% UNDER PACE:	4%	8%	4%	
ARITHMETIC MEAN:	33	35	34	M.P.H.
SAMPLE VARIANCE:	8	10	10	
STANDARD DEVIATION:	3	3	3	M.P.H.
VARIANCE OF THE MEAN:	0.11	0.12	0.06	
STD. ERROR OF THE MEAN:	0.33	0.35	0.25	M.P.H.

CITY OF TEMECULA

DATE: 08/10/23 **DAY:** Thursday **TIME PERIOD:** 9:00AM **TO** 10:32AM

FOR ROADWAY: SANTIAGO ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED EASTBOUND+WESTBOUND	EB	WB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45		0	0	0	
44		0	0	0	
43		0	0	0	
42		0	0	0	
41		0	0	0	
40	X	0	1	1	
39	XX	2	0	2	
38	XXX	2	1	3	
37	XXXXXXX	2	5	7	
36	XXXXX	1	4	5	
35	XXXXXXXXXX	2	8	10	*
34	XXXXXXXXXXXXX	4	9	13	*
33	XXXXXXXXXXXXXXXXX	5	12	17	*
32	XXXXXXXXXXXXXXXXXXXXX	7	14	21	P
31	XXXXXXXXXXXXXXXXXXXXXX	11	11	22	A
30	XXXXXXXXXXXXXXXXXX	9	9	18	C
29	XXXXXXXXXXXXXXXXXXX	13	6	19	E
28	XXXXXXXXXXXXXX	7	7	14	*
27	XXXXXXXXXXXXXXXX	10	6	16	*
26	XXXXXXX	6	1	7	*
25	XXXXXXXXX	7	3	10	
24	XXXXXXXXX	9	0	9	
23	XXXX	3	1	4	
22	XX	0	2	2	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): MARGARITA RD AND AMARITA WAY

OBSERVATION POINT: EAST OF CORTE ALMONTE

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	**33**	**35**	**34**	**M.P.H.**
50TH %:	29	32	31	M.P.H.
15TH %:	25	28	26	M.P.H.
10 MPH PACE:	24 - 33	27 - 36	26 - 35	M.P.H.
% IN PACE:	84%	86%	79%	
% OVER PACE:	13%	7%	9%	
% UNDER PACE:	3%	7%	13%	
ARITHMETIC MEAN:	29	31	30	M.P.H.
SAMPLE VARIANCE:	15	12	15	
STANDARD DEVIATION:	4	3	4	M.P.H.
VARIANCE OF THE MEAN:	0.15	0.12	0.07	
STD. ERROR OF THE MEAN:	0.38	0.35	0.27	M.P.H.

CITY OF TEMECULA

DATE: 08/14/23 **DAY:** Monday **TIME PERIOD:** 9:00AM **TO** 9:17AM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49	XXXX	0	4	4	
48	XXXXX	0	5	5	
47	XXXXX	3	2	5	
46	XXXXXXXX	2	6	8	
45	XXXXXXXXXXXXXX	3	11	14	*
44	XXXXXXXXXXXX	4	9	13	*
43	XXXXXXXXXXXXXXXXXX	10	8	18	*
42	XXXXXXXXXXXXX	5	9	14	P
41	XXXXXXXXXXXXXXXXX	13	4	17	A
40	XXXXXXXXXXXXXXXXXXXX	9	11	20	C
39	XXXXXXXXXXXXXXXXX	7	10	17	E
38	XXXXXXXXXXXXXXXXXX	12	6	18	*
37	XXXXXXXXX	6	3	9	*
36	XXXXXXXXXXXX	9	3	12	*
35	XXXXXXXXXXX	4	7	11	
34	XXXXX	4	1	5	
33	XXX	3	0	3	
32	XXX	2	1	3	
31	X	1	0	1	
30	XX	2	0	2	
29	X	1	0	1	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): NORTH CITY LIMITS AND DATE ST

OBSERVATION POINT: SOUTH OF WAVERLY LANE

POSTED SPEED LIMIT: NP MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**43**	**46**	**45**	**M.P.H.**
50TH %:	39	42	40	M.P.H.
15TH %:	35	37	36	M.P.H.
10 MPH PACE:	35 - 44	37 - 46	36 - 45	M.P.H.
% IN PACE:	79%	77%	76%	
% OVER PACE:	8%	11%	11%	
% UNDER PACE:	13%	12%	13%	
ARITHMETIC MEAN:	39	42	40	M.P.H.
SAMPLE VARIANCE:	16	16	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.16	0.09	
STD. ERROR OF THE MEAN:	0.40	0.40	0.30	M.P.H.

CITY OF TEMECULA

DATE: 08/14/23 **DAY:** Monday **TIME PERIOD:** 9:35AM **TO** 9:53AM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XXXX	0	4	4	
49	XXXX	0	4	4	
48	XXXXXXX	2	5	7	
47	XXXXXXXXXXXXXXX	6	9	15	*
46	XXXXXXXXXXXX	5	7	12	*
45	XXXXXXXXXXXXXXXXXXXXX	11	9	20	*
44	XXXXXXXXXXXXXXXXXX	10	8	18	*
43	XXXXXXXXXXXXXX	9	5	14	
42	XXXXXXXXXXXXXXXXXXXXXXX	14	8	22	
41	XXXXXXXXXXXXXX	8	7	15	
40	XXXXXXXXXXXX	8	5	13	*
39	XXXXXXXXXXXX	4	9	13	*
38	XXXXXXXXXXXX	7	6	13	*
37	XXXXXXXXX	4	5	9	
36	XXXX	3	1	4	
35	XXXXX	3	2	5	
34	XXXXXXXX	5	3	8	
33	X	0	1	1	
32	XX	1	1	2	
31	X	0	1	1	
30		0	0	0	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): DATE ST AND EQUITY DR

OBSERVATION POINT: MID BLOCK

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**45**	**47**	**46**	**M.P.H.**
50TH %:	42	43	42	M.P.H.
15TH %:	37	38	37	M.P.H.
10 MPH PACE:	38 - 47	38 - 47	38 - 47	M.P.H.
% IN PACE:	82%	73%	78%	
% OVER PACE:	2%	13%	8%	
% UNDER PACE:	16%	14%	15%	
ARITHMETIC MEAN:	42	42	42	M.P.H.
SAMPLE VARIANCE:	14	20	17	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.20	0.09	
STD. ERROR OF THE MEAN:	0.37	0.45	0.29	M.P.H.

CITY OF TEMECULA

DATE: 08/14/23 **DAY:** Monday **TIME PERIOD:** 10:07AM **TO** 10:23AM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53	X	0	1	1	
52		0	0	0	
51		0	0	0	
50	X	0	1	1	
49	X	0	1	1	
48	XXX	2	1	3	
47	XX	1	1	2	
46	XXXXX	3	2	5	
45	XXXXXXXXX	4	5	9	
44	XXXXXXXXXX	5	5	10	*
43	XXXXXXXXXXX	0	11	11	*
42	XXXXXXXXXX	4	6	10	*
41	XXXXXXXXXXXXXXX	7	8	15	P
40	XXXXXXXXXXXXXXXXXXXXX	11	11	22	A
39	XXXXXXXXXXXXXXXX	8	8	16	C
38	XXXXXXXXXXXXXXXXXXXXXXXX	12	12	24	E
37	XXXXXXXXXXXXX	8	5	13	*
36	XXXXXXXXXXXX	6	6	12	*
35	XXXXXXXXXX	7	3	10	*
34	XXXXXXXXX	4	5	9	
33	XXXXXXXX	5	3	8	
32	XXXXXXXXXX	8	2	10	
31	XXX	2	1	3	
30	XX	1	1	2	
29	X	1	0	1	
28	X	0	1	1	
27	X	1	0	1	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): EQUITY DR AND WINCHESTER RD

OBSERVATION POINT: 26090 YNEZ RD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**42**	**44**	**44**	**M.P.H.**
50TH %:	38	40	39	M.P.H.
15TH %:	33	35	34	M.P.H.
10 MPH PACE:	32 - 41	36 - 45	35 - 44	M.P.H.
% IN PACE:	76%	77%	72%	
% OVER PACE:	19%	7%	11%	
% UNDER PACE:	5%	16%	18%	
ARITHMETIC MEAN:	38	40	39	M.P.H.
SAMPLE VARIANCE:	20	19	20	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.19	0.10	
STD. ERROR OF THE MEAN:	0.45	0.44	0.32	M.P.H.

CITY OF TEMECULA

DATE: 08/14/23 **DAY:** Monday **TIME PERIOD:** 10:32AM **TO** 10:49AM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48		0	0	0	
47		0	0	0	
46		0	0	0	
45	X	1	0	1	
44	X	1	0	1	
43	XXXX	0	4	4	
42	XXXXXX	3	3	6	
41	X	1	0	1	
40	XXXXXXXXX	3	6	9	
39	XXXXXXXXX	4	5	9	
38	XXXXXXXXXXXX	8	4	12	*
37	XXXXXXXXXXXXX	6	7	13	*
36	XXXXXXXXXXXX	7	5	12	*
35	XXXXXXXXXXXXXXXXXXXXXX	11	11	22	P
34	XXXXXXXXXXXXXXXXXXXXXX	12	9	21	A
33	XXXXXXXXXXXXXX	7	8	15	C
32	XXXXXXXXXX	5	7	12	E
31	XXXXXXXXXXXXXXXXX	8	9	17	*
30	XXXXXXXXXXXXXXX	7	8	15	*
29	XXXXXXXXX	3	7	10	*
28	XXXXXXXX	6	2	8	
27	XXXXXXX	3	4	7	
26	XXXX	3	1	4	
25	X	1	0	1	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): WINCHESTER RD AND OVERLAND DR

OBSERVATION POINT: 26550 YNEZ RD

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**38**	**39**	**39**	**M.P.H.**
50TH %:	34	34	34	M.P.H.
15TH %:	29	30	29	M.P.H.
10 MPH PACE:	30 - 39	29 - 38	29 - 38	M.P.H.
% IN PACE:	75%	75%	75%	
% OVER PACE:	9%	18%	16%	
% UNDER PACE:	16%	7%	10%	
ARITHMETIC MEAN:	34	34	34	M.P.H.
SAMPLE VARIANCE:	18	18	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.18	0.18	0.09	
STD. ERROR OF THE MEAN:	0.43	0.42	0.30	M.P.H.

CITY OF TEMECULA

DATE: 08/14/23 **DAY:** Monday **TIME PERIOD:** 11:00AM **TO** 11:16AM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50	XX	0	2	2	
49	XXXX	1	3	4	
48	XX	1	1	2	
47	XXXXXXX	2	5	7	
46	XXX	1	2	3	
45	XXXXXXX	3	4	7	
44	XXXXXXX	3	4	7	
43	XXXXXXXXXXXXXXX	7	8	15	*
42	XXXXXXXXXXXXX	6	7	13	*
41	XXXXXXXXXXX	5	6	11	*
40	XXXXXXXXXXXXXXX	10	5	15	P
39	XXXXXXXXXXXXXXXXX	14	4	18	A
38	XXXXXXXXXXXXXXXXXXXXXXX	15	8	23	C
37	XXXXXXXXXX	5	5	10	E
36	XXXXXXXXXX	4	6	10	*
35	XXXXXXXXXXX	6	5	11	*
34	XXXXXXXXXXXXXXX	7	8	15	*
33	XXXXXXX	1	6	7	
32	XXXXXXXXX	4	5	9	
31	XXXXX	2	3	5	
30	XXXXXX	3	3	6	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): OVERLAND DR AND SOLANA WAY

OBSERVATION POINT: 26631 YNEZ RD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**43**	**45**	**44**	**M.P.H.**
50TH %:	39	39	39	M.P.H.
15TH %:	34	33	34	M.P.H.
10 MPH PACE:	34 - 43	34 - 43	34 - 43	M.P.H.
% IN PACE:	79%	62%	71%	
% OVER PACE:	11%	21%	16%	
% UNDER PACE:	10%	17%	14%	
ARITHMETIC MEAN:	39	39	39	M.P.H.
SAMPLE VARIANCE:	17	28	22	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.28	0.11	
STD. ERROR OF THE MEAN:	0.41	0.53	0.33	M.P.H.

CITY OF TEMECULA

DATE: 08/14/23 **DAY:** Monday **TIME PERIOD:** 11:24AM **TO** 11:38AM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58	X	0	1	1	
57		0	0	0	
56		0	0	0	
55	XX	1	1	2	
54	X	1	0	1	
53		0	0	0	
52	XXX	2	1	3	
51	XX	1	1	2	
50	XXXXX	2	3	5	
49	XXXXXX	3	3	6	
48	XXXXXXXX	4	4	8	
47	XXXXXXXX	2	6	8	
46	XX	1	1	2	
45	XXXXXXXXXX	3	7	10	*
44	XXXXXXXXX	1	8	9	*
43	XXXXXXXXXXXXXXXXXXXXX	12	9	21	*
42	XXXXXXXXXXXXXXXXXX	9	10	19	PACE
41	XXXXXXXXXXXXXXXXXXXXX	14	7	21	
40	XXXXXXXXXX	7	4	11	
39	XXXXXXXXXXXX	6	7	13	
38	XXXXXXXXXXXXXX	9	5	14	*
37	XXXXXXXXXX	3	7	10	*
36	XXXXXXXXXXXXXXX	9	6	15	*
35	XXXXXXXX	6	2	8	
34	XXXXX	2	3	5	
33	XXXXX	1	4	5	
32	X	1	0	1	
31		0	0	0	
30		0	0	0	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SOLANA WAY AND RANCHO CALIFORNIA RD

OBSERVATION POINT: 26810 YNEZ RD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**47**	**47**	**47**	**M.P.H.**
50TH %:	41	42	41	M.P.H.
15TH %:	36	36	36	M.P.H.
10 MPH PACE:	34 - 43	36 - 45	36 - 45	M.P.H.
% IN PACE:	77%	70%	72%	
% OVER PACE:	21%	21%	19%	
% UNDER PACE:	2%	9%	10%	
ARITHMETIC MEAN:	41	42	42	M.P.H.
SAMPLE VARIANCE:	23	26	24	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.26	0.12	
STD. ERROR OF THE MEAN:	0.48	0.51	0.35	M.P.H.

CITY OF TEMECULA

DATE: 08/14/23 **DAY:** Monday **TIME PERIOD:** 11:45AM **TO** 12:04PM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	VEHICLES SURVEYED ()+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53		0	0	0	
52		0	0	0	
51		0	0	0	
50		0	0	0	
49		0	0	0	
48	XXXXXXX	0	7	7	
47	XXXXXXXXX	5	4	9	
46	XXXXXXXXXXX	6	5	11	
45	XXXXXXXXXXXXXXX	9	6	15	*
44	XXXXXXXXXXXXXXXXXX	7	11	18	*
43	XXXXXXXXXXXXXXX	5	10	15	*
42	XXXXXXXXXXXXXXX	4	11	15	P
41	XXXXXXXXXXXXXXX	11	4	15	A
40	XXXXXXXXXXX	8	4	12	C
39	XXXXXXXXXXXXX	8	6	14	E
38	XXXXXXXXXXXXXXX	6	9	15	*
37	XXXXXXXXXX	4	7	11	*
36	XXXXXXXXXXXXXXXX	9	7	16	*
35	XXXXXXX	3	4	7	
34	XXXXXXXX	5	3	8	
33	XXXX	3	1	4	
32	XXX	2	1	3	
31	XXX	3	0	3	
30	XX	2	0	2	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): RANCHO CALIFORNIA RD AND RANCHO VISTA RD

OBSERVATION POINT: SOUTH OF TIERRA VISTA RD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**45**	**46**	**45**	**M.P.H.**
50TH %:	40	42	41	M.P.H.
15TH %:	34	36	36	M.P.H.
10 MPH PACE:	36 - 45	36 - 45	36 - 45	M.P.H.
% IN PACE:	71%	75%	73%	
% OVER PACE:	11%	16%	14%	
% UNDER PACE:	18%	9%	14%	
ARITHMETIC MEAN:	40	41	40	M.P.H.
SAMPLE VARIANCE:	21	17	19	
STANDARD DEVIATION:	5	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.21	0.17	0.10	
STD. ERROR OF THE MEAN:	0.46	0.41	0.31	M.P.H.

CITY OF TEMECULA

DATE: 08/10/23 **DAY:** Thursday **TIME PERIOD:** 3:20PM **TO** 3:48PM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55		0	0	0	
54		0	0	0	
53	X	0	1	1	
52	XXX	1	2	3	
51	XXX	2	1	3	
50	XX	0	2	2	
49	XX	1	1	2	
48	XXXX	1	3	4	
47	XX	1	1	2	
46	XXXXX	3	2	5	
45	XXXXXX	2	4	6	
44	XXXXXXX	1	6	7	
43	XXXXXX	2	4	6	
42	XXXXXXXXXX	6	5	11	*
41	XXXXXXXXXXXXX	9	5	14	*
40	XXXXXXXXXXXXXXX	6	10	16	*
39	XXXXXXXXXXXXXXX	7	9	16	
38	XXXXXXXXXXXXXXXXXXXX	8	12	20	
37	XXXXXXXXXXXXXXX	10	7	17	
36	XXXXXXXXXXXXXXXX	12	6	18	
35	XXXXXXXX	4	5	9	*
34	XXXXXXXXXXXXXXXXXX	10	9	19	*
33	XXXXXXX	6	1	7	*
32	XXXXXXXXX	6	4	10	
31	XX	2	0	2	
30		0	0	0	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): RANCHO VISTA RD AND PAUBA RD

OBSERVATION POINT: SOUTH OF PREECE LN

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**42**	**45**	**44**	**M.P.H.**
50TH %:	37	39	38	M.P.H.
15TH %:	34	35	34	M.P.H.
10 MPH PACE:	33 - 42	34 - 43	33 - 42	M.P.H.
% IN PACE:	78%	72%	74%	
% OVER PACE:	14%	23%	21%	
% UNDER PACE:	8%	5%	6%	
ARITHMETIC MEAN:	38	40	39	M.P.H.
SAMPLE VARIANCE:	22	24	23	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.22	0.24	0.12	
STD. ERROR OF THE MEAN:	0.46	0.49	0.34	M.P.H.

CITY OF TEMECULA

DATE: 08/10/23 **DAY:** Thursday **TIME PERIOD:** 2:58PM **TO** 3:14PM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59		0	0	0	
58		0	0	0	
57		0	0	0	
56		0	0	0	
55	XX	1	1	2	
54	XX	1	1	2	
53	XX	0	2	2	
52	XXX	2	1	3	
51	XXXXX	4	1	5	
50	X	1	0	1	
49	X	0	1	1	
48	XXXX	3	1	4	
47		0	0	0	
46	XXXXXXXX	4	4	8	
45	XXXXXXXXXXXXXXX	7	8	15	*
44	XXXXXXXXX	5	4	9	*
43	XXXXXXXXXXX	8	3	11	*
42	XXXXXXXXXXX	4	7	11	P
41	XXXXXXXXXXXX	5	7	12	A
40	XXXXXXXXXXXXXXXXXXXXXXX	9	14	23	C
39	XXXXXXXXXXXXX	5	9	14	E
38	XXXXXXXXXXXXXX	7	8	15	*
37	XXXXXXXXXXXXXXXX	8	9	17	*
36	XXXXXXXXXXXXXXX	11	5	16	*
35	XXXXXXXXXXXX	6	6	12	
34	XXXXXXXXX	4	5	9	
33	X	1	0	1	
32	XXXX	4	0	4	
31	XX	0	2	2	
30	X	0	1	1	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): PAUBA RD AND SANTIAGO RD

OBSERVATION POINT: 29925 YNEZ RD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**46**	**45**	**45**	**M.P.H.**
50TH %:	40	40	40	M.P.H.
15TH %:	35	36	36	M.P.H.
10 MPH PACE:	36 - 45	36 - 45	36 - 45	M.P.H.
% IN PACE:	69%	74%	72%	
% OVER PACE:	16%	12%	14%	
% UNDER PACE:	15%	14%	15%	
ARITHMETIC MEAN:	41	40	41	M.P.H.
SAMPLE VARIANCE:	28	24	26	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.24	0.13	
STD. ERROR OF THE MEAN:	0.53	0.49	0.36	M.P.H.

CITY OF TEMECULA

DATE: 08/10/23 **DAY:** Thursday **TIME PERIOD:** 2:41PM **TO** 2:53PM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60		0	0	0	
59	X	0	1	1	
58		0	0	0	
57	XX	1	1	2	
56	X	1	0	1	
55	X	0	1	1	
54	X	1	0	1	
53	XXXX	2	2	4	
52	X	0	1	1	
51	XXX	1	2	3	
50	XX	2	0	2	
49	XXXXXXXXXX	5	5	10	*
48	XXXXXXXXXXXXXXX	8	7	15	*
47	XXXXXXXXXXXXXXXXXXXXX	3	18	21	*
46	XXXXXXXXXXXXXXXXXXXXXXX	14	9	23	*
45	XXXXXXXXXXX	4	7	11	A
44	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	18	12	30	C
43	XXXXXXXXXXXXXXXXXXX	9	10	19	E
42	XXXXXXXXXXXXXXX	8	7	15	*
41	XXXXXXXXX	6	3	9	*
40	XXXXXXXX	7	1	8	*
39	XXXXXXXX	2	6	8	
38	XXXXXX	4	2	6	
37	XXXXXXX	4	3	7	
36	XX	0	2	2	
35		0	0	0	
34		0	0	0	
33		0	0	0	
32		0	0	0	
31		0	0	0	
30		0	0	0	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): SANTIAGO RD AND LA PAZ RD

OBSERVATION POINT: SOUTH OF FLORES DR

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**48**	**48**	**48**	**M.P.H.**
50TH %:	44	45	44	M.P.H.
15TH %:	40	41	40	M.P.H.
10 MPH PACE:	40 - 49	39 - 48	40 - 49	M.P.H.
% IN PACE:	82%	80%	81%	
% OVER PACE:	8%	13%	8%	
% UNDER PACE:	10%	7%	12%	
ARITHMETIC MEAN:	44	45	45	M.P.H.
SAMPLE VARIANCE:	16	18	17	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.18	0.09	
STD. ERROR OF THE MEAN:	0.40	0.42	0.29	M.P.H.

CITY OF TEMECULA

DATE: 08/10/23 **DAY:** Thursday **TIME PERIOD:** 2:20PM **TO** 2:37PM

FOR ROADWAY: YNEZ ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND	NB	SB	TOTAL VEHICLES	PACE
65		0	0	0	
64		0	0	0	
63		0	0	0	
62		0	0	0	
61		0	0	0	
60	X	0	1	1	
59	X	1	0	1	
58		0	0	0	
57	XX	1	1	2	
56	XX	2	0	2	
55	XXXX	2	2	4	
54	X	1	0	1	
53	X	0	1	1	
52	XX	0	2	2	
51	XXXXXX	4	2	6	
50	XX	0	2	2	
49	XXXXXXXXXXX	6	5	11	
48	XXXXXXXXXXXXXX	7	7	14	*
47	XXXXXXXXXXXXXX	5	9	14	*
46	XXXXXXXXXXXXXXXXXXX	9	10	19	*
45	XXXXXXXXXXXXXXXXXXX	8	11	19	P
44	XXXXXXXXXXX	9	3	12	A
43	XXXXXXXXXXXXX	9	4	13	C
42	XXXXXXXXXXXXXXXX	8	8	16	E
41	XXXXXXXXXXXXXX	5	9	14	*
40	XXXXX	1	4	5	*
39	XXXXXXXXXXXXX	4	9	13	*
38	XXXXXX	4	2	6	
37	XXXXX	3	2	5	
36	XXXXXXXX	6	2	8	
35	XXX	3	0	3	
34	XXX	2	1	3	
33	XXX	0	3	3	
32		0	0	0	
31		0	0	0	
30		0	0	0	
29		0	0	0	
28		0	0	0	
27		0	0	0	
26		0	0	0	
25		0	0	0	
24		0	0	0	
23		0	0	0	
22		0	0	0	
21		0	0	0	
20		0	0	0	
19		0	0	0	
18		0	0	0	
17		0	0	0	
16		0	0	0	
15		0	0	0	
		100	**100**	**200**	

LIMITS (BTN): LA PAZ RD AND JEDEDIAH SMITH RD

OBSERVATION POINT: 30195 YNEZ RD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLOUDY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	**49**	**49**	**49**	**M.P.H.**
50TH %:	44	45	44	M.P.H.
15TH %:	38	39	39	M.P.H.
10 MPH PACE:	40 - 49	39 - 48	39 - 48	M.P.H.
% IN PACE:	67%	74%	70%	
% OVER PACE:	11%	16%	17%	
% UNDER PACE:	22%	10%	14%	
ARITHMETIC MEAN:	44	44	44	M.P.H.
SAMPLE VARIANCE:	29	26	27	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.29	0.26	0.14	
STD. ERROR OF THE MEAN:	0.54	0.51	0.37	M.P.H.

APPENDIX C

Survey Equipment

Survey Equipment Used

The radar equipment used by City Traffic Counters to collect speed measurements for this survey was a Stalker-II SDR Model Hand-Held Traffic Radar and a Stalker-ATR Model Hand-Held Traffic Radar both manufactured by Applied Concepts of Plano, Texas. The calibration of each unit was checked before each series of measurements were taken. Tests of the units were conducted in accordance with the manufacturer's specifications. The Stalker-II SDR Hand-Held Traffic Radar and Stalker-ATR Model Hand-Held Traffic Radar were last calibrated on January 16, 2023 by Southern California Radar/Laser Certification Laboratory.

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker ATR Radar, Serial Number 71888 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the NHTSA/IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency 120341 & 227227	-.5%	+.5%	4166 Hz	Yes
Radar Device Tuning Fork	-1MPH	+1MPH	N/A	Yes
Microwave Frequency – Ka-Band	-100MHz	+100MHz	34.735GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	10°	10°	Yes
Low Voltage Supply	5.7	7.3V	6.1	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	N/A	-
Target Channel Sensitivity	<10dB (35-90 MPH)		2.8dB	Yes
Antenna Near Field Maximum Power Density		1 dBm/cm²	-28.26/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The Original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: _____ Date: January 16, 2023
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker SDR Radar, Serial Number AS002077 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00 & .00	Yes
Radar Tuning Fork 303112	-1MPH	+1MPH	0	Yes
Microwave Frequency – Ka-Band	-100MHz	+100MHz	34.734 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	14°	10°	Yes
Low Voltage Supply	-	10.8V	10.8	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.4dB	Yes
Antenna Near Field Maximum Power Density	-	0dBm/cm²	-21.35dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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www.SoCalRadar-laserCertificationLab.com

Willdan Engineering
13191 Crossroads Pkwy N Suite 405
City of Industry, CA 91746
562.908.6200

www.willdan.com