



# 2021 NOVEMBER

## Engineering and Traffic Survey



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November 16, 2021

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Subject: 2021 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 39 street segments in the City of Temecula. These segments were last surveyed in 2014 and require an update to comply with the 7-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 (California MUTCD) dated November 2014, 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

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## INTRODUCTION

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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 39 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. These surveys must be updated every 5 or 7 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by The California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014.

The 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 officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended 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)]. These provisions assure that posted speed limits are kept reasonably current.

The E&T Surveys for the City were conducted in accordance with procedures outlined in the California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014 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.

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 used 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.

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 Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014 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 85<sup>th</sup> percentile speed. The 85<sup>th</sup> 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. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85<sup>th</sup> percentile speed, except as shown in the two options below.

Options:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed, in compliance with CVC Section 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit. 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:

- A. Using Option 1 above and first step is to round down: If the 85<sup>th</sup> percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the 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&TS.
- B. Using Option 1 above and first step is to round up: If the 85<sup>th</sup> percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS.
- C. Using Option 2 above and first step is to round up: If the 85<sup>th</sup> percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.

## **Collision History**

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

A summary of the collision rates for the 39 surveyed street segments is provided in Table 2.

## **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 or more below the basic speed limit. It is important to note that The California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014 recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

## **SURVEY CONDITIONS**

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### **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 collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 39 locations during the months of July and August 2021.

#### **Speed Data**

Radar speed measurements were conducted at 39 locations during the months of July and August 2021. The radar speed distribution forms are in Attachment 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.

## Collision Data

Collision data was obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) electronic collision database. For this study, collision data was used from the latest 3 years of reported accidents from January 1, 2018 to December 31, 2020. The collision rates for the 39 segments are expressed in accidents per million vehicle miles (A/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 collision rate:

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

A = Number of midblock collisions over time period

R = Collision Rate (accidents/million vehicle miles)

t = Time Period Covered (in years)

l = Length of Segment (miles)

v = Traffic Volume (average daily traffic)

The segment collision rate was then compared to the average statewide collision rate. The average statewide collision rates were obtained from 2018 Collision Data on California State Highways published by Caltrans.

## 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 (design speed);
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.



## ANALYSIS

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### CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in The California Manual on Uniform Traffic Control Devices (California MUTCD) dated November 2014. 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 85<sup>th</sup> 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 collision rate for each street segment is compared to average collision 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 collision rates have been developed by the State of California and are considered reasonable for use in the City of Temecula.

### RESULTS AND RECOMMENDATIONS

The Engineering and Traffic Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. A complete summary of all recommendations is shown in Table 2. 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 collision 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.

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 (Section 22350 of CVC). 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 identifies the street segments with recommended changes in posted speed limits and Table 2 summarizes the recommendations for all surveyed segments.

TABLE 1						
STREET SEGMENTS WITH RECOMMENDED SPEED CHANGES						
No.	Street	From	To	Existing	New	Change
1	Avenida Buena Suerte	Del Rey Road	Avenida Centenario	30	25	- 5
2	Avenida Centenario	Avenida Buena Suerte	Via Norte	30	25	- 5
5	Channel Street	Butterfield Stage Road	Chaote Street	35	25	- 10
11	Harveston Drive	Harveston Way	Fairmont Ln	35	30	- 5
12	Harveston Drive	Fairmont Ln	Lakeview Road	35	30	- 5
14	La Paz Street	Temecula Parkway	Ynez Road	35	25	- 10
16	Murrieta Hot Springs Road	Pourroy Road	Butterfield Stage Road	NP	50	PL
23	Overland Drive	Enterprise Circle	Jefferson Avenue	35	30	- 5
26	Rainbow Canyon Road	South City Limits	Temecula Creek Inn	40	35	- 5
27	Rainbow Canyon Road	Temecula Creek Inn	Pechanga Parkway	40	35	- 5
28	Redhawk Parkway	Vail Ranch Parkway	Wolf Valley Road	45	40	- 5
29	Redhawk Parkway	Wolf Valley Road	Peppercorn Drive	45	40	- 5
30	Redhawk Parkway	Peppercorn Drive	El Chimisal / Tehachapi Pass	45	40	- 5
31	Redhawk Parkway	El Chimisal / Tehachapi Pass	Nighthawk Pass	45	40	- 5
33	Temecula Lane	Loma Linda Drive	Canterfield Drive	NP	25	PL
34	Vail Ranch Parkway	Nighthawk Pass	Harmony Lane / Terzich Drive	45	40	- 5
35	Vail Ranch Parkway	Harmony Lane / Terzich Drive	Redhawk Parkway	45	40	- 5

NP= Not Posted  
PL= Post Limit

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Accident Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
1	Avenida Buena Suerte	Del Rey Road	Avenida Centenario	0.54	293	1.60	0.00	30	27	19-28	97 %	25	Closest to 85th Speed
2	Avenida Centenario	Avenida Buena Suerte	Via Norte	0.27	256	1.60	0.00	30	31	23-32	95 %	25	*
3	Business Park Drive	Rancho California Road	Rancho Way	0.89	1,030	1.60	1.00	35	40	27-36	63 %	35	*
4	Business Park Drive	Rancho Way	Diaz Road	0.36	1,487	1.60	0.00	35	37	26-35	68 %	35	Closest to 85th Speed
5	Channel Street	Butterfield Stage Road	Chaote Street	0.3	553	1.60	0.00	35 **	27	17-26	81 %	25 **	Closest to 85th Speed
6	Country Glen Way	Via Rio Temecula	Temecula Parkway	0.19	1,018	1.60	4.72	35	35	26-35	73 %	35	Closest to 85th Speed
7	Date Street	Ynez Road	Lakeview Road	0.5	13,079	0.91	0.14	50	50	42-51	84 %	50	Closest to 85th Speed
8	Date Street	Lakeview Road	East City Limits	0.52	7,500	0.98	0.00	45	43	31-40	65 %	45	Closest to 85th Speed
9	Del Rey Road	Via Norte	Solana Way	0.38	1,305	1.60	0.00	30	31	23-32	82 %	30	Closest to 85th Speed
10	Del Rey Road	Solana Way	Calle Pina Colada (S)	0.44	2,760	1.60	0.00	30	32	23-32	86 %	30	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

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Accident Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
11	Harveston Drive	Harveston Way	Fairmont Ln	0.6	1,874	1.60	0.81	35	32	22-31	76 %	30	Closest to 85th Speed
12	Harveston Drive	Fairmont Ln	Lakeview Road	0.32	1,848	1.60	0.00	35	32	23-31	76 %	30	Closest to 85th Speed
13	Harveston Drive	Lakeview Road	Harveston School Road	0.57	1,201	1.60	0.00	30 **	32	22-31	72 %	30 **	Closest to 85th Speed
14	La Paz Street	Temecula Parkway	Ynez Road	0.26	10,309	1.60	0.00	35	37	28-37	82 %	25	*
15	Loma Linda Road	Pechanga Parkway	Via Del Coronado	0.52	3,617	1.60	0.49	35 **	39	30-39	72 %	35 **	California MUTCD Option 2
16	Murrieta Hot Springs Road	Pourroy Road	Butterfield Stage Road	0.77	21,383	0.91	0.11	NP	49	37-46	66 %	50	Closest to 85th Speed
17	Nicolas Road	Winchester Road	North General Kearny Road	0.59	8,681	0.93	0.18	45	43	33-42	80 %	45	Closest to 85th Speed
18	Nicolas Road	North General Kearny Road	Joseph Road	0.64	9,028	0.93	0.16	45	49	38-47	68 %	45	California MUTCD Option 2
19	Nicolas Road	Joseph Road	Calle Medusa	0.47	7,177	1.60	0.00	45	48	39-48	73 %	45	California MUTCD Option 2
20	Nicolas Road	Calle Medusa	Calle Girasol	0.14	4,097	1.60	0.00	45	48	38-47	73 %	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

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Accident Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
21	North General Kearny Road	Margarita Road	Calle Pina Colada	0.56	4,630	0.93	0.00	40 **	43	34-43	70 %	40 **	California MUTCD Option 2
22	Old Town Front Street	Temecula Parkway	Santiago Road	0.65	11,485	1.44	0.37	40	42	32-41	66 %	40	Closest to 85th Speed
23	Overland Drive	Enterprise Circle	Jefferson Avenue	0.22	5,736	1.60	0.00	35	31	23-32	87 %	30	Closest to 85th Speed
24	Overland Drive	Jefferson Avenue	Ynez Road	0.33	19,821	0.93	0.00	40	45	37-46	74 %	40	*
25	Overland Drive	Ynez Road	Margarita Road	0.29	16,382	0.91	0.19	40	38	29-38	67 %	40	Closest to 85th Speed
26	Rainbow Canyon Road	South City Limits	Temecula Creek Inn	1.09	15,029	1.60	0.11	40	37	29-38	84 %	35	Closest to 85th Speed
27	Rainbow Canyon Road	Temecula Creek Inn	Pechanga Parkway	0.5	10,880	1.60	0.00	40	42	33-42	73 %	35	*
28	Redhawk Parkway	Vail Ranch Parkway	Wolf Valley Road	0.37	27,546	0.91	0.45	45	41	33-42	82 %	40	Closest to 85th Speed
29	Redhawk Parkway	Wolf Valley Road	Peppercorn Drive	0.5	14,401	0.91	0.00	45	39	30-39	75 %	40	Closest to 85th Speed
30	Redhawk Parkway	Peppercorn Drive	El Chimisal / Tehachapi Pass	0.92	9,379	1.60	0.11	45	40	31-40	75 %	40	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

TABLE 2													
SUMMARY OF RECOMMENDATIONS													
No.	Street	From	To	Dist. (mi.)	ADT	Accident Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments
31	Redhawk Parkway	El Chimisal / Tehachapi Pass	Nighthawk Pass	0.2	6,205	1.60	0.00	45	40	31-40	82 %	40	Closest to 85th Speed
32	Township Road	Village Road	Harveston Drive	0.06	911	1.60	0.00	25	25	16-25	88 %	25	Closest to 85th Speed
33	Temecula Lane	Loma Linda Drive	Canterfield Drive	0.24	571	1.60	0.00	NP	26	18-27	90 %	25	Closest to 85th Speed
34	Vail Ranch Parkway	Nighthawk Pass	Harmony Lane / Terzich Drive	0.76	5,629	1.60	0.00	45	40	31-40	78 %	40	Closest to 85th Speed
35	Vail Ranch Parkway	Harmony Lane / Terzich Drive	Redhawk Parkway	0.59	4,429	1.60	0.00	45	39	30-39	85 %	40	Closest to 85th Speed
36	Via Norte	Solana Way	Del Rey Road	0.35	849	1.60	0.00	30	31	24-33	91 %	30	Closest to 85th Speed
37	Via Norte	Del Rey Road	Calle Pina Colada (N)	0.34	2,092	1.60	0.00	30	36	29-38	72 %	30	*
38	Via Norte	Calle Pina Colada	Avenida Centenario	1.06	1,720	1.60	0.00	35	37	28-37	75 %	35	Closest to 85th Speed
39	Via Norte	Avenida Centenario	Avenida Del Reposo	0.82	852	1.60	0.00	35	35	26-35	71 %	35	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

## **SEGMENTS WITH SPECIAL CONDITIONS**

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

### **Segment #2 – Avenida Centenario – Avenida Buena Suerte to Via Norte**

This segment is currently posted at 30 mph and has 1 through lane in each direction undivided with an ADT of 256 vehicles per day. The adjacent land is residential along the 0.27-mile-long segment. The critical speed is 31 mph and would normally justify a 30 mph posted speed limit. However, due to hidden driveways that may not be apparent to unfamiliar drivers, and to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be posted at 25 mph for the above reasons.

### **Segment #3 – Business Park Drive – Rancho California Road to Rancho Way**

This segment is currently posted at 35 mph and has 1 through lane in each direction undivided with an ADT of 1,030 vehicles per day. The adjacent land is commercial along the 0.89-mile-long segment. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to horizontal curves, and to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

### **Segment #14 – La Paz Street – Temecula Parkway to Ynez Road**

This segment is currently posted at 35 mph and has 1 through lane in each direction undivided with an ADT of 10,309 vehicles per day. There are single family homes on both sides of the street. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. When qualifying an appropriate speed limit, local authorities may consider if an E&T is necessary or if a prima facie speed limit is appropriate on a local residential roadway. In order to be defined a local roadway, the segment needs to be classified as a local roadway on the California Road System Map, primarily provides access to abutting residential property, is less than 40-feet wide, has no more than 1 lane in each direction, and is less than 0.5 miles of uninterrupted roadway. This segment is classified as a local street on the California Road System Map and primarily provides access to abutting residential property. La Paz Road has 1 through lane in each direction and is 25-feet wide and is 0.26 miles long between traffic controls. This roadway meets the requirements to classify as a prima facie local roadway, therefore it is recommended that the speed limit be posted at 25 mph.



### **Segment #24 – Overland Drive – Jefferson Avenue to Ynez Road**

This segment is currently posted at 40 mph and has 2 through lane in each direction undivided with an ADT of 19,821 vehicles per day. The adjacent land is commercial along the 0.33-mile-long segment. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

### **Segment #27 – Rainbow Canyon Road – Temecula Creek Inn to Pechanga Parkway**

This segment is currently posted at 40 mph and has 1 through lane in each direction undivided with an ADT of 10,880 vehicles per day. The adjacent land is vacant and a golf course along the 0.5-mile-long segment. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to an unmarked crosswalk that may not be apparent to unfamiliar drivers, and to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reasons.

### **Segment #37 – Via Norte – Del Rey Road to Calle Pina Colada (N)**

This segment is currently posted at 30 mph and has 1 through lane in each direction undivided with an ADT of 2,092 vehicles per day. The adjacent land is residential along the 0.34-mile-long segment. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to hidden driveways that may not be apparent to unfamiliar drivers, and to maintain uniformity between adjacent street segments, a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

## LEGISLATIVE REFERENCES

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### APPLICABLE SECTIONS OF CALIFORNIA VEHICLE CODE

#### SECTION 1. Section 627 of the Vehicle Code:

##### 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 or business structures.
    - b. Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
    - c. The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
  - (2) Pedestrian and bicyclist safety.

##### Section 21400.

- (b) The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

### Basic Speed Law

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

subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Pedestrian Safety Account pursuant to Section 894.7 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

### **Increase of Local Speed Limits to 65 Miles Per Hour**

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.
- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

### **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.

### **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. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

- (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.

(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 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 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, 10 years.
  - (ii) This subparagraph does not apply to a local street, road, or school zone.

### **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**



1

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

**STREET** Avenida Buena Suerte  
**FROM** Del Rey Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Avenida Centenario

**SPEED FACTORS**

Date of Speed Survey	7/27/2021	Posted Speed Limit	30 mph
Time of Speed Survey	11:56 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	24 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	27 mph		
Average Speed	24 mph		
10 mph Pace Speed	19-28		
Percentage of Vehicles in Pace	97	Recommended Speed Limit	25 mph
Number of Survey Samples	59		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	293	Date Counted	7/15/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ DEL REY ROAD		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.540	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

2

**STREET** Avenida Centenario **CERTIFICATION DATE** 11/17/2021  
**FROM** Avenida Buena Suerte **TO** Via Norte

**SPEED FACTORS**

Date of Speed Survey	7/27/2021	Posted Speed Limit	30 mph
Time of Speed Survey	1:59 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	29 mph	UNIFORMITY W/ ADJ. SEG., HIDDEN	
85th Percentile Speed	31 mph	DWYS	
Average Speed	29 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	95	Recommended Speed Limit	25 mph
Number of Survey Samples	55		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	256	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ VIA NORTE		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.270	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC Checked By NS

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11/17/2021  
Date

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

3

**STREET** Business Park Drive      **CERTIFICATION DATE** 11/17/2021  
**FROM** Rancho California Road      **TO** Rancho Way

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**SPEED FACTORS**

Date of Speed Survey	7/20/2021	Posted Speed Limit	35 mph
Time of Speed Survey	9:40 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	32 mph	UNIFORMITY W/ ADJ. SEG.,	
85th Percentile Speed	40 mph	HORIZONTAL CURVE	
Average Speed	33 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	63	Recommended Speed Limit	35 mph
Number of Survey Samples	192		

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**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	1.00	Collisions/MVM

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**TRAFFIC FACTORS**

Average Daily Traffic	1,030	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	TS @ RANCHO CALIFORNIA		
Crosswalks?	@TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	EAST SIDE ONLY		
Driveways?	BOTH SIDES		

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**ROADWAY FACTORS**

Length of Segment	0.890	miles
Width	56	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	COMMERCIAL	

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Field Study By BC      Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

4

**STREET** Business Park Drive  
**FROM** Rancho Way

**CERTIFICATION DATE** 11/17/2021  
**TO** Diaz Road

**SPEED FACTORS**

Date of Speed Survey	7/20/2021	Posted Speed Limit	35 mph
Time of Speed Survey	10:45 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	31 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	32 mph		
10 mph Pace Speed	26-35		
Percentage of Vehicles in Pace	68	Recommended Speed Limit	35 mph
Number of Survey Samples	124		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	1,487	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ DIAZ		
Crosswalks?	UNMARKED CROSSWALK @ SINGLE OAK DR		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	EAST SIDE ONLY		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.360	miles
Width	56	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	COMMERCIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

5

**STREET** Channel Street **CERTIFICATION DATE** 11/17/2021  
**FROM** Butterfield Stage Road **TO** Chaote Street

## SPEED FACTORS

Date of Speed Survey	7/14/2021	Posted Speed Limit	35 mph
Time of Speed Survey	8:57 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	23 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	27 mph		
Average Speed	23 mph		
10 mph Pace Speed	17-26		
Percentage of Vehicles in Pace	81	Recommended Speed Limit	25 mph
Number of Survey Samples	101		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	553	Date Counted	7/13/2021
Number of Lanes	2LANES + BIKE LANES		
Type of Traffic Control	TS @ BUTTERFIELD STAGE, STOP @ DORCHESTER DR		
Crosswalks?	BOTH SIDES		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

## ROADWAY FACTORS

Length of Segment	0.300	miles
Width	43	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

6

**STREET** Country Glen Way  
**FROM** Via Rio Temecula

**CERTIFICATION DATE** 11/17/2021  
**TO** Temecula Parkway

**SPEED FACTORS**

Date of Speed Survey	7/15/2021	Posted Speed Limit	35 mph
Time of Speed Survey	9:00 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	29 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	35 mph		
Average Speed	30 mph		
10 mph Pace Speed	26-35		
Percentage of Vehicles in Pace	73	Recommended Speed Limit	35 mph
Number of Survey Samples	115		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	4.72	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	1,018	Date Counted	7/13/2021
Number of Lanes	2 LANES + BIKE LANES		
Type of Traffic Control	TS @ TEMECULA, STOP @ VIA RIO TEMECULA		
Crosswalks?	BOTH SIDES		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.190	miles
Width	56	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL, RESIDENTIAL	

Field Study By BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

7

**STREET**     Date Street  
**FROM**       Ynez Road

**CERTIFICATION DATE**     11/17/2021  
**TO**       Lakeview Road

**SPEED FACTORS**

Date of Speed Survey	7/21/2021	Posted Speed Limit	50 mph
Time of Speed Survey	2:15 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	47 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	50 mph		
Average Speed	47 mph		
10 mph Pace Speed	42-51		
Percentage of Vehicles in Pace	84	Recommended Speed Limit	50 mph
Number of Survey Samples	250		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	0.91	Collisions/MVM
Collisions per Million Vehicle Miles	0.14	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	13,079	Date Counted	7/15/2021
Number of Lanes	4 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ YNEZ RD, LAKEVIEW RD		
Crosswalks?	@ TS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.500	miles
Width	110	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By     BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

8

**STREET**     Date Street  
**FROM**       Lakeview Road

**CERTIFICATION DATE**     11/17/2021  
**TO**       East City Limits

## SPEED FACTORS

Date of Speed Survey	7/21/2021	Posted Speed Limit	45 mph
Time of Speed Survey	2:45 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	37 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	43 mph		
Average Speed	37 mph		
10 mph Pace Speed	31-40		
Percentage of Vehicles in Pace	65	Recommended Speed Limit	45 mph
Number of Survey Samples	233		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	0.98	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	7,500	Date Counted	7/15/2021
Number of Lanes	6 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ LAKEVIEW RD, KINGWOOD, MARGARITA RD		
Crosswalks?	@ TS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

## ROADWAY FACTORS

Length of Segment	0.520	miles
Width	110	feet
Vertical Curve?	NO	
Horizontal Curve?	NO	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By     BC

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

11/17/2021  
Date

TE 2933  
State Registration Number



**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

9

**STREET** Del Rey Road  
**FROM** Via Norte

**CERTIFICATION DATE** 11/17/2021  
**TO** Solana Way

**SPEED FACTORS**

Date of Speed Survey	7/27/2021	Posted Speed Limit	30 mph
Time of Speed Survey	10:45 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	27 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	31 mph		
Average Speed	27 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	30 mph
Number of Survey Samples	108		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	1,305	Date Counted	7/15/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ VIA NORTE, SOLANA WAY		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.380	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

10

**STREET** Del Rey Road  
**FROM** Solana Way

**CERTIFICATION DATE** 11/17/2021  
**TO** Calle Pina Colada (S)

**SPEED FACTORS**

Date of Speed Survey	7/22/2021	Posted Speed Limit	30 mph
Time of Speed Survey	9:09 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	28 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	32 mph		
Average Speed	28 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	86	Recommended Speed Limit	30 mph
Number of Survey Samples	132		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	2,760	Date Counted	7/15/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ SOLANA WAY, AVENIDA BARCA, CALLE PINA COLADA		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.440	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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State Registration Number

# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

11

**STREET** Harveston Drive  
**FROM** Harveston Way

**CERTIFICATION DATE** 11/17/2021  
**TO** Fairmont Ln

## SPEED FACTORS

Date of Speed Survey	7/21/2021	Posted Speed Limit	35 mph
Time of Speed Survey	9:00 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	27 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	32 mph		
Average Speed	27 mph		
10 mph Pace Speed	22-31		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	30 mph
Number of Survey Samples	129		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.81	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	1,874	Date Counted	7/15/2021
Number of Lanes	2 LANES + BIKE LANES		
Type of Traffic Control	STOP @ HARVESTON WAY, FAIRMOUNT LN		
Crosswalks?	@ STOP AND MIDBLOCK		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

## ROADWAY FACTORS

Length of Segment	0.600	miles
Width	46	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, PARK	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

12

**STREET**    Harveston Drive  
**FROM**       Fairmont Ln

**CERTIFICATION DATE**    11/17/2021  
**TO**       Lakeview Road

**SPEED FACTORS**

Date of Speed Survey	7/21/2021	Posted Speed Limit	35 mph
Time of Speed Survey	10:04 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	27 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	32 mph		
Average Speed	28 mph		
10 mph Pace Speed	23-31		
Percentage of Vehicles in Pace	76	Recommended Speed Limit	30 mph
Number of Survey Samples	161		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	1,848	Date Counted	7/15/2021
Number of Lanes	2 LANES + BIKE LANES		
Type of Traffic Control	STOP @ FAIRMOUNT LN, LAKEVIEW RD		
Crosswalks?	@ STOP		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.320	miles
Width	46	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, PARK	

Field Study By    BC

Checked By       NS

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Nicolle Spann

11/17/2021  
Date

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State Registration Number

# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

13

**STREET** Harveston Drive  
**FROM** Lakeview Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Harveston School Road

## SPEED FACTORS

Date of Speed Survey	7/21/2021	Posted Speed Limit	30 mph
Time of Speed Survey	11:06 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	26 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	32 mph		
Average Speed	27 mph		
10 mph Pace Speed	22-31		
Percentage of Vehicles in Pace	72	Recommended Speed Limit	30 mph
Number of Survey Samples	125		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	1,201	Date Counted	7/15/2021
Number of Lanes	2 LANES + BIKE LANES		
Type of Traffic Control	STOP @ LAKEVIEW RD, HAVERSTON SCHOOL RD		
Crosswalks?	@ STOP		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

## ROADWAY FACTORS

Length of Segment	0.570	miles
Width	46	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

14

**STREET** La Paz Street  
**FROM** Temecula Parkway

**CERTIFICATION DATE** 11/17/2021  
**TO** Ynez Road

## SPEED FACTORS

Date of Speed Survey	7/15/2021	Posted Speed Limit	35 mph
Time of Speed Survey	3:17 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	32 mph	SEGMENT CLASSIFIED AS A LOCAL	
85th Percentile Speed	37 mph	STREET ON THE CALIFORNIA ROAD	
Average Speed	33 mph	SYSTEM MAP	
10 mph Pace Speed	28-37		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	25 mph
Number of Survey Samples	216		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	10,309	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	TS@TEMECULA PARKWAY		
Crosswalks?	@ TS AND YNEZ ROAD		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

## ROADWAY FACTORS

Length of Segment	0.260	miles
Width	26	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

15

**STREET** Loma Linda Road  
**FROM** Pechanga Parkway

**CERTIFICATION DATE** 11/17/2021  
**TO** Via Del Coronado

**SPEED FACTORS**

Date of Speed Survey	7/15/2021	Posted Speed Limit	35 mph
Time of Speed Survey	12:13 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	33 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	39 mph		
Average Speed	34 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	72	Recommended Speed Limit	35 mph
Number of Survey Samples	206		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.49	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	3,617	Date Counted	7/13/2021
Number of Lanes	2 LANES + BIKE LANES		
Type of Traffic Control	TS @ PECHANGA PKWY, STOP @ VIA DEL CORONADO		
Crosswalks?	@TS AND STOP		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NO		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.520	miles
Width	55	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	FAIR	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By BC

Checked By NS

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Nicolle Spann

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

16

**STREET** Murrieta Hot Springs Road  
**FROM** Pourroy Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Butterfield Stage Road

**SPEED FACTORS**

Date of Speed Survey	7/28/2021	Posted Speed Limit	NP mph
Time of Speed Survey	10:30 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	42 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	49 mph		
Average Speed	42 mph		
10 mph Pace Speed	37-46		
Percentage of Vehicles in Pace	66	Recommended Speed Limit	50 mph
Number of Survey Samples	216		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	2	
Statewide Average Collision Rate	0.91	Collisions/MVM
Collisions per Million Vehicle Miles	0.11	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	21,383	Date Counted	7/15/2021
Number of Lanes	4 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ POURROY RD, BUTTERFIELD STAGE RD		
Crosswalks?	@ POURROY RD		
Pedestrian Traffic	LIGHT		
Truck Traffic	MODERATE		
On-Street Parking	NO		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.770	miles
Width	86	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

17

**STREET** Nicolas Road  
**FROM** Winchester Road

**CERTIFICATION DATE** 11/17/2021  
**TO** North General Kearny Road

**SPEED FACTORS**

Date of Speed Survey	7/21/2021	Posted Speed Limit	45 mph
Time of Speed Survey	3:25 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	38 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	43 mph		
Average Speed	38 mph		
10 mph Pace Speed	33-42		
Percentage of Vehicles in Pace	80	Recommended Speed Limit	45 mph
Number of Survey Samples	233		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	0.93	Collisions/MVM
Collisions per Million Vehicle Miles	0.18	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	8,681	Date Counted	7/15/2021
Number of Lanes	4 LANES + BIKE LANES		
Type of Traffic Control	TS @ WINCHESTER RD, RANCHO TEMECULA TOWN CTR, GEN KEARNY		
Crosswalks?	@ TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.590	miles
Width	86	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, COMMERCIAL, PARK	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

18

**STREET** Nicolas Road **CERTIFICATION DATE** 11/17/2021  
**FROM** North General Kearny Road **TO** Joseph Road

**SPEED FACTORS**

Date of Speed Survey	7/22/2021	Posted Speed Limit	45 mph
Time of Speed Survey	2:14 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	43 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	49 mph		
Average Speed	43 mph		
10 mph Pace Speed	38-47		
Percentage of Vehicles in Pace	68	Recommended Speed Limit	45 mph
Number of Survey Samples	213		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	0.93	Collisions/MVM
Collisions per Million Vehicle Miles	0.16	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	9,028	Date Counted	7/15/2021
Number of Lanes	4 LANES + BIKE LANES		
Type of Traffic Control	TS @ GEN KEARNY		
Crosswalks?	@ TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NO		

**ROADWAY FACTORS**

Length of Segment	0.640	miles
Width	86	feet
Vertical Curve?	NO	
Horizontal Curve?	NO	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, PARK	

Field Study By BC Checked By NS

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Nicolle Spann

11/17/2021  
Date

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

19

**STREET** Nicolas Road  
**FROM** Joseph Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Calle Medusa

**SPEED FACTORS**

Date of Speed Survey	7/22/2021	Posted Speed Limit	45 mph
Time of Speed Survey	2:41 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	43 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	48 mph		
Average Speed	43 mph		
10 mph Pace Speed	39-48		
Percentage of Vehicles in Pace	73	Recommended Speed Limit	45 mph
Number of Survey Samples	215		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	7,177	Date Counted	7/15/2021
Number of Lanes	2 LANES		
Type of Traffic Control	NONE		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	NO		

**ROADWAY FACTORS**

Length of Segment	0.470	miles
Width	26-56	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	NONE	
Adjacent Land Use	RELIGIOUS CENTER, VACANT	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

20

**STREET** Nicolas Road  
**FROM** Calle Medusa

**CERTIFICATION DATE** 11/17/2021  
**TO** Calle Girasol

**SPEED FACTORS**

Date of Speed Survey	7/22/2021	Posted Speed Limit	45 mph
Time of Speed Survey	3:16 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	44 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	48 mph		
Average Speed	44 mph		
10 mph Pace Speed	38-47		
Percentage of Vehicles in Pace	73	Recommended Speed Limit	45 mph
Number of Survey Samples	211		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	4,097	Date Counted	7/15/2021
Number of Lanes	2 LANES		
Type of Traffic Control	NONE		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	SOUTH SIDE ONLY		
Driveways?	NO		

**ROADWAY FACTORS**

Length of Segment	0.140	miles
Width	52	feet
Vertical Curve?	NO	
Horizontal Curve?	NO	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL, VACANT	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

21

**STREET** North General Kearny Road      **CERTIFICATION DATE** 11/17/2021  
**FROM** Margarita Road      **TO** Calle Pina Colada

**SPEED FACTORS**

Date of Speed Survey	7/28/2021	Posted Speed Limit	40 mph
Time of Speed Survey	12:10 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	38 mph	CALIFORNIA MUTCD OPTION 2	
85th Percentile Speed	43 mph		
Average Speed	38 mph		
10 mph Pace Speed	34-43		
Percentage of Vehicles in Pace	70	Recommended Speed Limit	40 mph
Number of Survey Samples	209		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	0.93	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	4,630	Date Counted	7/15/2021
Number of Lanes	4 LANES + BIKE LANES		
Type of Traffic Control	TS @ MARGARITA RD, CAM CAMPOS VERDE		
Crosswalks?	@ TS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NORTH SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	NO		

**ROADWAY FACTORS**

Length of Segment	0.560	miles
Width	68	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL, RELIGIOUS CENTER	

Field Study By BC      Checked By NS

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# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

22

**STREET** Old Town Front Street  
**FROM** Temecula Parkway

**CERTIFICATION DATE** 11/17/2021  
**TO** Santiago Road

## SPEED FACTORS

Date of Speed Survey	7/20/2021	Posted Speed Limit	40 mph
Time of Speed Survey	9:00 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	37 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	42 mph		
Average Speed	37 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	66	Recommended Speed Limit	40 mph
Number of Survey Samples	235		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	3	
Statewide Average Collision Rate	1.44	Collisions/MVM
Collisions per Million Vehicle Miles	0.37	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	11,485	Date Counted	7/13/2021
Number of Lanes	3 LANES		
Type of Traffic Control	TS @ SANTIAGO RD, TEMECULA PKWY		
Crosswalks?	@TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	WEST SIDE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

## ROADWAY FACTORS

Length of Segment	0.650	miles
Width	54-60	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

23

**STREET** Overland Drive  
**FROM** Enterprise Circle

**CERTIFICATION DATE** 11/17/2021  
**TO** Jefferson Avenue

## SPEED FACTORS

Date of Speed Survey	7/20/2021	Posted Speed Limit	35 mph
Time of Speed Survey	1:50 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	28 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	31 mph		
Average Speed	28 mph		
10 mph Pace Speed	23-32		
Percentage of Vehicles in Pace	87	Recommended Speed Limit	30 mph
Number of Survey Samples	214		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	5,736	Date Counted	7/15/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ ENTERPRISE CIR, COMMERCE CENTER DR, JEFFERSON AVE		
Crosswalks?	@ STOP		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

## ROADWAY FACTORS

Length of Segment	0.220	miles
Width	44-68	feet
Vertical Curve?	YES	
Horizontal Curve?	NO	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	COMMERCIAL	

Field Study By BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

24

**STREET** Overland Drive  
**FROM** Jefferson Avenue

**CERTIFICATION DATE** 11/17/2021  
**TO** Ynez Road

## SPEED FACTORS

Date of Speed Survey	7/20/2021	Posted Speed Limit	40 mph
Time of Speed Survey	2:30 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	40 mph	UNIFORMITY W/ ADJ. SEG.	
85th Percentile Speed	45 mph		
Average Speed	40 mph		
10 mph Pace Speed	37-46		
Percentage of Vehicles in Pace	74	Recommended Speed Limit	40 mph
Number of Survey Samples	216		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	0.93	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	19,821	Date Counted	7/15/2021
Number of Lanes	4 LANES		
Type of Traffic Control	TS @ JEFFERSON AVE, YNEZ RD		
Crosswalks?	@ TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

## ROADWAY FACTORS

Length of Segment	0.330	miles
Width	86	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number



**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

25

**STREET** Overland Drive  
**FROM** Ynez Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Margarita Road

**SPEED FACTORS**

Date of Speed Survey	7/20/2021	Posted Speed Limit	40 mph
Time of Speed Survey	3:06 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	33 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	38 mph		
Average Speed	33 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	67	Recommended Speed Limit	40 mph
Number of Survey Samples	214		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	0.91	Collisions/MVM
Collisions per Million Vehicle Miles	0.19	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	16,382	Date Counted	7/15/2021
Number of Lanes	4 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ YNEZ RD, NICOLE LN, MARGARITA RD		
Crosswalks?	@TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.290	miles
Width	80	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	COMMERCIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

26

**STREET** Rainbow Canyon Road  
**FROM** South City Limits

**CERTIFICATION DATE** 11/17/2021  
**TO** Temecula Creek Inn

**SPEED FACTORS**

Date of Speed Survey	7/15/2021	Posted Speed Limit	40 mph
Time of Speed Survey	1:45 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	34 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	33 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	84	Recommended Speed Limit	35 mph
Number of Survey Samples	215		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	2	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.11	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	15,029	Date Counted	7/15/2021
Number of Lanes	2 LANES		
Type of Traffic Control	TS @ PECHANGA PKWY		
Crosswalks?	@TS		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	EAST SIDES		

**ROADWAY FACTORS**

Length of Segment	1.090	miles
Width	44	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, GOLF COURSE	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

27

**STREET** Rainbow Canyon Road  
**FROM** Temecula Creek Inn

**CERTIFICATION DATE** 11/17/2021  
**TO** Pechanga Parkway

**SPEED FACTORS**

Date of Speed Survey	7/15/2021	Posted Speed Limit	40 mph
Time of Speed Survey	2:27 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	37 mph	UNIFORMITY W/ ADJ. SEG.,	
85th Percentile Speed	42 mph	UNMARKED CROSSWALK	
Average Speed	37 mph		
10 mph Pace Speed	33-42		
Percentage of Vehicles in Pace	73	Recommended Speed Limit	35 mph
Number of Survey Samples	229		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	10,880	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	NONE		
Crosswalks?	UNMARKED CROSSWALK N OF TEMECULA CREEK INN		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	NONE		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.500	miles
Width	32	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	FAIR	
Lighting	NONE	
Adjacent Land Use	GOLF COURSE, VACANT	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

28

**STREET** Redhawk Parkway  
**FROM** Vail Ranch Parkway

**CERTIFICATION DATE** 11/17/2021  
**TO** Wolf Valley Road

**SPEED FACTORS**

Date of Speed Survey	7/14/2021	Posted Speed Limit	45 mph
Time of Speed Survey	1:20 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	37 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	41 mph		
Average Speed	37 mph		
10 mph Pace Speed	33-42		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	40 mph
Number of Survey Samples	225		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	5	
Statewide Average Collision Rate	0.91	Collisions/MVM
Collisions per Million Vehicle Miles	0.45	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	27,546	Date Counted	7/13/2021
Number of Lanes	4 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ VAIL RANCH PKWY, WOLF VALLEY RD		
Crosswalks?	@ TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.370	miles
Width	82	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES + MEDIAN	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

29

**STREET** Redhawk Parkway  
**FROM** Wolf Valley Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Peppercorn Drive

**SPEED FACTORS**

Date of Speed Survey	7/14/2021	Posted Speed Limit	45 mph
Time of Speed Survey	12:46 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	34 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	39 mph		
Average Speed	34 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	75	Recommended Speed Limit	40 mph
Number of Survey Samples	221		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	0.91	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	14,401	Date Counted	7/13/2021
Number of Lanes	4 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ WOLF VALLEY RD, PEPPERCORN DR		
Crosswalks?	@ TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.500	miles
Width	82	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES + MEDIAN	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

30

**STREET** Redhawk Parkway  
**FROM** Peppercorn Drive

**CERTIFICATION DATE** 11/17/2021  
**TO** El Chimisal / Tehachapi Pass

**SPEED FACTORS**

Date of Speed Survey	7/14/2021	Posted Speed Limit	45 mph
Time of Speed Survey	12:03 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	36 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	36 mph		
10 mph Pace Speed	31-40		
Percentage of Vehicles in Pace	75	Recommended Speed Limit	40 mph
Number of Survey Samples	228		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	1	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.11	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	9,379	Date Counted	7/13/2021
Number of Lanes	2 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ PEPPERCORN DR, TEHACHAPI PASS		
Crosswalks?	@ TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.920	miles
Width	82	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES + MEDIAN	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

31

**STREET** Redhawk Parkway **CERTIFICATION DATE** 11/17/2021  
**FROM** El Chimisal / Tehachapi Pass **TO** Nighthawk Pass

**SPEED FACTORS**

Date of Speed Survey	7/14/2021	Posted Speed Limit	45 mph
Time of Speed Survey	11:05 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	36 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	36 mph		
10 mph Pace Speed	31-40		
Percentage of Vehicles in Pace	82	Recommended Speed Limit	40 mph
Number of Survey Samples	224		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	6,205	Date Counted	7/13/2021
Number of Lanes	2 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ TEHACHAPI PASS, NIGHTHAWK PASS		
Crosswalks?	@TS		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.200	miles
Width	82	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	EAST SIDE + MEDIAN	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC Checked By NS

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Nicolle Spann

11/17/2021  
Date

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

32

**STREET** Township Road  
**FROM** Village Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Harveston Drive

**SPEED FACTORS**

Date of Speed Survey	7/21/2021	Posted Speed Limit	25 mph
Time of Speed Survey	12:10 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	21 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	25 mph		
Average Speed	22 mph		
10 mph Pace Speed	16-25		
Percentage of Vehicles in Pace	88	Recommended Speed Limit	25 mph
Number of Survey Samples	67		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	911	Date Counted	7/15/2021
Number of Lanes	2 LANES + BIKE LANES		
Type of Traffic Control	STOP @ HARVESTON DR, YIELD @ VILLAGE RD		
Crosswalks?	@STOP		
Pedestrian Traffic	MODERATE		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.060	miles
Width	44	feet
Vertical Curve?	NO	
Horizontal Curve?	NO	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, SCHOOL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number



# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

33

**STREET** Temecula Lane  
**FROM** Loma Linda Drive

**CERTIFICATION DATE** 11/17/2021  
**TO** Canterfield Drive

## SPEED FACTORS

Date of Speed Survey	7/15/2021	Posted Speed Limit	NP mph
Time of Speed Survey	11:11 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	23 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	26 mph		
Average Speed	22 mph		
10 mph Pace Speed	18-27		
Percentage of Vehicles in Pace	90	Recommended Speed Limit	25 mph
Number of Survey Samples	129		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	571	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ LOMA LINDA RD, CANTERFIELD DRIVE		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

## ROADWAY FACTORS

Length of Segment	0.240	miles
Width	42	feet
Vertical Curve?	NO	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES	
Adjacent Land Use	RESIDENTIAL, PARK	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

34

**STREET** Vail Ranch Parkway  
**FROM** Nighthawk Pass

**CERTIFICATION DATE** 11/17/2021  
**TO** Harmony Lane / Terzich Drive

**SPEED FACTORS**

Date of Speed Survey	7/14/2021	Posted Speed Limit	45 mph
Time of Speed Survey	2:55 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	35 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	40 mph		
Average Speed	35 mph		
10 mph Pace Speed	31-40		
Percentage of Vehicles in Pace	78	Recommended Speed Limit	40 mph
Number of Survey Samples	240		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	5,629	Date Counted	7/13/2021
Number of Lanes	2 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ NIGHTHAWK PASS, STOP @ CAMINO PIEDRA ROJO, HARMONY LN		
Crosswalks?	@ TS, @ STOP AND CAMINO RUBANO		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

**ROADWAY FACTORS**

Length of Segment	0.760	miles
Width	82	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES + MEDIAN	
Adjacent Land Use	RESIDENTIAL, PARK	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

TE 2933  
State Registration Number

# CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

35

**STREET** Vail Ranch Parkway **CERTIFICATION DATE** 11/17/2021  
**FROM** Harmony Lane / Terzich Drive **TO** Redhawk Parkway

## SPEED FACTORS

Date of Speed Survey	7/14/2021	Posted Speed Limit	45 mph
Time of Speed Survey	1:50 PM	Speed Justification	
50th Percentile Speed (Mean Speed)	35 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	39 mph		
Average Speed	35 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	85	Recommended Speed Limit	40 mph
Number of Survey Samples	225		

## COLLISION HISTORY

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

## TRAFFIC FACTORS

Average Daily Traffic	4,429	Date Counted	7/13/2021
Number of Lanes	2 LANES + MEDIAN + BIKE LANES		
Type of Traffic Control	TS @ REDHAWK PKWY, STOP @ HARMONY LN,		
Crosswalks?	@ TS AND @STOP		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	NONE		
Sidewalks?	BOTH SIDES		
Driveways?	NONE		

## ROADWAY FACTORS

Length of Segment	0.590	miles
Width	82	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	GOOD	
Roadway Conditions	GOOD	
Lighting	BOTH SIDES + MEDIAN	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann11/17/2021  
DateTE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

36

**STREET** Via Norte  
**FROM** Solana Way

**CERTIFICATION DATE** 11/17/2021  
**TO** Del Rey Road

**SPEED FACTORS**

Date of Speed Survey	7/27/2021	Posted Speed Limit	30 mph
Time of Speed Survey	9:00 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	28 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	31 mph		
Average Speed	28 mph		
10 mph Pace Speed	24-33		
Percentage of Vehicles in Pace	91	Recommended Speed Limit	30 mph
Number of Survey Samples	120		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	849	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ VIA SOLANA WAY, DEL REY RD		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.350	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

Checked By NS

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Nicolle Spann

11/17/2021  
Date

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**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

37

**STREET** Via Norte  
**FROM** Del Rey Road

**CERTIFICATION DATE** 11/17/2021  
**TO** Calle Pina Colada (N)

**SPEED FACTORS**

Date of Speed Survey	10/21/2021	Posted Speed Limit	30 mph
Time of Speed Survey	11:03 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	32 mph	UNIFORMITY W/ ADJ. SEG., HIDDEN	
85th Percentile Speed	36 mph	DWYS	
Average Speed	32 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	72	Recommended Speed Limit	30 mph
Number of Survey Samples	104		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	2,092	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ DEL REY RD, CALLE PINA COLADA		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.340	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

38

**STREET** Via Norte  
**FROM** Calle Pina Colada

**CERTIFICATION DATE** 11/17/2021  
**TO** Avenida Centenario

**SPEED FACTORS**

Date of Speed Survey	7/22/2021	Posted Speed Limit	35 mph
Time of Speed Survey	11:41 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	33 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	37 mph		
Average Speed	33 mph		
10 mph Pace Speed	28-37		
Percentage of Vehicles in Pace	75	Recommended Speed Limit	35 mph
Number of Survey Samples	104		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	1,720	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ CALLE PINA COLADA,		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	1.060	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

**CITY OF TEMECULA**  
**ENGINEERING AND TRAFFIC SURVEY**

39

**STREET** Via Norte  
**FROM** Avenida Centenario

**CERTIFICATION DATE** 11/17/2021  
**TO** Avenida Del Reposo

**SPEED FACTORS**

Date of Speed Survey	7/22/2021	Posted Speed Limit	35 mph
Time of Speed Survey	10:15 AM	Speed Justification	
50th Percentile Speed (Mean Speed)	30 mph	CLOSEST TO 85TH SPEED	
85th Percentile Speed	35 mph		
Average Speed	30 mph		
10 mph Pace Speed	26-35		
Percentage of Vehicles in Pace	71	Recommended Speed Limit	35 mph
Number of Survey Samples	102		

**COLLISION HISTORY**

Number of Years Studied	3	years
Total Collisions	0	
Statewide Average Collision Rate	1.60	Collisions/MVM
Collisions per Million Vehicle Miles	0.00	Collisions/MVM

**TRAFFIC FACTORS**

Average Daily Traffic	852	Date Counted	7/13/2021
Number of Lanes	2 LANES		
Type of Traffic Control	STOP @ AVENIDA DEL REPOSO		
Crosswalks?	NONE		
Pedestrian Traffic	LIGHT		
Truck Traffic	LIGHT		
On-Street Parking	BOTH SIDES		
Sidewalks?	NONE		
Driveways?	BOTH SIDES		

**ROADWAY FACTORS**

Length of Segment	0.820	miles
Width	36	feet
Vertical Curve?	YES	
Horizontal Curve?	YES	
Visibility	FAIR	
Roadway Conditions	GOOD	
Lighting	NONE	
Adjacent Land Use	RESIDENTIAL	

Field Study By BC

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

11/17/2021  
Date

TE 2933  
State Registration Number

# **APPENDIX B**

## ***Radar Speed Distribution Forms***



## CITY OF TEMECULA

FOR ROADWAY: AVENIDA BUENA SUERTE

DATE: 07/27/21 DAY: Tuesday TIME PERIOD: 11:56AM TO 1:56PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED			TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND			
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			0 0	0
39			0 0	0
38			0 0	0
37			0 0	0
36			0 0	0
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	X		0 1	1
28	X X X		2 1	3
27	X X X X X X		5 1	6
26	X X X X X X X X		2 7	9
25	X X X X X X X X		6 3	9
24	X X X X X X		2 4	6
23	X X X X X X X X X		8 2	10
22	X X X X		2 2	4
21	X X X X X X X		2 5	7
20	X		1 0	1
19	X X		1 1	2
18			0 0	0
17			0 0	0
16	X		1 0	1
15			0 0	0
			32 27	59

LIMITS (BTN): DEL REY RD AND AVENIDA CENTENARIO

OBSERVATION POINT: 31107 AVENIDA BUENA SUERTE

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:  
A 50 COUNT WAS UNABLE TO BE ATTAINED  
AFTER TWO HOURS IN EITHER DIRECTION.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	27	26	27	M.P.H.
50TH %:	24	24	24	M.P.H.
15TH %:	21	21	21	M.P.H.
10 MPH PACE:	19 - 28	21 - 30	19 - 28	M.P.H.
% IN PACE:	97%	96%	97%	
% OVER PACE:	0%	0%	2%	
% UNDER PACE:	3%	4%	2%	
ARITHMETIC MEAN:	24	24	24	M.P.H.
SAMPLE VARIANCE:	7	6	7	
STANDARD DEVIATION:	3	2	3	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.23	0.11	
STD. ERROR OF THE MEAN:	0.48	0.48	0.34	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: AVENIDA CENTENARIO

DATE: 07/27/21 DAY: Tuesday TIME PERIOD: 1:59PM TO 3:59PM

SPEED  (MPH)	TOTAL VEHICLES SURVEYED																TOTAL		
	NORTHBOUND+SOUTHBOUND																NB	SB	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																	0	0	0
39																	0	0	0
38																	0	0	0
37																	0	0	0
36																	0	0	0
35	X																0	1	1
34	X																0	1	1
33	X																0	1	1
32	X	X															0	2	2
31	X	X	X	X	X	X	X	X									0	8	8
30	X	X	X	X	X	X	X	X	X	X							2	9	11
29	X	X	X	X	X	X	X										2	5	7
28	X	X	X	X	X	X	X										6	2	8
27	X	X	X	X	X												3	2	5
26	X	X	X	X													2	2	4
25	X	X															1	1	2
24	X	X															0	2	2
23	X	X	X														1	2	3
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
																	17	38	55

LIMITS (BTN): AVENIDA BUENA SUERTE AND VIA NORTE

OBSERVATION POINT: 40724 AVENIDA CENTENARIO

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:  
A 50 COUNT WAS UNABLE TO BE ATTAINED  
AFTER TWO HOURS IN EITHER DIRECTION.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	29	31	31	M.P.H.
50TH %:	28	30	29	M.P.H.
15TH %:	26	26	26	M.P.H.
10 MPH PACE:	23 - 32	23 - 32	23 - 32	M.P.H.
% IN PACE:	100%	92%	95%	
% OVER PACE:	0%	8%	5%	
% UNDER PACE:	0%	0%	0%	
ARITHMETIC MEAN:	27	29	29	M.P.H.
SAMPLE VARIANCE:	3	8	7	
STANDARD DEVIATION:	2	3	3	M.P.H.
VARIANCE OF THE MEAN:	0.18	0.21	0.13	
STD. ERROR OF THE MEAN:	0.43	0.46	0.36	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: BUSINESS PARK DRIVE

DATE: 07/20/21 DAY: Tuesday TIME PERIOD: 9:40AM TO 10:40AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL		
	NORTHBOUND+SOUTHBOUND																NB	SB	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	X																0	1	1
54																	0	0	0
53																	0	0	0
52																	0	0	0
51																	0	0	0
50																	0	0	0
49	X	X	X														0	3	3
48																	0	0	0
47	X																0	1	1
46	X																0	1	1
45	X	X															0	2	2
44	X	X	X														0	3	3
43	X	X	X	X	X												1	4	5
42	X	X	X														1	2	3
41	X	X	X														2	1	3
40	X	X	X	X	X	X	X										6	2	8
39	X	X	X	X													2	2	4
38	X	X	X	X	X	X	X										5	3	8
37	X	X	X														2	1	3
36	X	X	X	X	X	X	X	X									2	7	9
35	X	X	X														2	1	3
34	X	X	X	X	X	X	X	X	X								6	4	10
33	X	X	X	X	X	X	X	X	X	X	X	X	X	X			13	3	16
32	X	X	X	X	X	X	X	X	X	X	X	X	X	X			11	4	15
31	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		14	3	17
30	X	X	X	X	X	X	X	X	X	X	X	X	X	X			9	5	14
29	X	X	X	X	X	X	X	X	X	X	X	X	X	X			8	7	15
28	X	X	X	X	X	X	X										5	4	9
27	X	X	X	X	X	X	X	X	X	X							6	6	12
26	X	X	X														3	0	3
25	X	X	X	X	X	X	X										4	4	8
24	X	X	X	X	X	X											2	5	7
23	X	X	X	X	X												3	2	5
22	X	X	X														1	2	3
21	X																0	1	1
20																	0	0	0
19																	0	0	0
18																	0	0	0
17																	0	0	0
16																	0	0	0
15																	0	0	0
																	108	84	192

LIMITS (BTN): RANCHO CALIFORNIA RD AND RANCHO WAY

OBSERVATION POINT: RANCHO FAMILY MEDICAL GROUP PARKING LOT

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

85TH %:	38	43	40	M.P.H.
50TH %:	31	32	32	M.P.H.
15TH %:	27	25	27	M.P.H.
10 MPH PACE:	25 - 34	27 - 36	27 - 36	M.P.H.
% IN PACE:	73%	52%	63%	
% OVER PACE:	21%	31%	23%	
% UNDER PACE:	6%	17%	14%	
ARITHMETIC MEAN:	32	34	33	M.P.H.
SAMPLE VARIANCE:	22	59	39	
STANDARD DEVIATION:	5	8	6	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.71	0.20	
STD. ERROR OF THE MEAN:	0.45	0.84	0.45	M.P.H.

## CITY OF TEMECULA

DATE: 07/20/21 DAY: Tuesday TIME PERIOD: 10:45AM TO 11:59AM

## FOR ROADWAY: BUSINESS PARK DRIVE

SPEED (MPH)	TOTAL VEHICLES SURVEYED															TOTAL	
	EASTBOUND+WESTBOUND															EB	WB
65																0	0
64																0	0
63																0	0
62																0	0
61																0	0
60																0	0
59																0	0
58																0	0
57																0	0
56																0	0
55																0	0
54																0	0
53																0	0
52																0	0
51																0	0
50																0	0
49	X															0	1
48	X	X														0	2
47																0	0
46																0	0
45	X															0	1
44	X	X														0	2
43	X															1	0
42																0	0
41	X	X														0	2
40	X	X														0	2
39	X	X	X													2	2
38	X	X	X	X												2	2
37	X	X	X	X												3	1
36	X	X	X	X	X											4	2
35	X	X	X	X	X	X										5	3
34	X	X	X	X	X	X	X									5	3
33	X	X	X	X	X	X	X									5	3
32	X	X	X	X	X	X	X	X								5	4
31	X	X	X	X	X	X	X	X	X							7	4
30	X	X	X	X	X	X	X	X	X							6	3
29	X	X	X	X	X	X	X	X	X							6	3
28	X	X	X	X	X	X	X	X	X							5	4
27	X	X	X	X	X	X										5	1
26	X	X	X	X	X	X										4	3
25	X	X														1	1
24	X	X	X													2	1
23	X															1	0
22	X	X														1	1
21	X	X														2	0
20	X															1	0
19																0	0
18																0	0
17																0	0
16																0	0
15																0	0
																73	51
																124	

LIMITS (BTN): RANCHO WAY AND DIAZ RD

OBSERVATION POINT: 43397 BUSINESS PARK DR

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	36	40	37	M.P.H.
50TH %:	31	33	31	M.P.H.
15TH %:	26	28	27	M.P.H.
10 MPH PACE:	27 - 36	26 - 35	26 - 35	M.P.H.
% IN PACE:	73%	61%	68%	
% OVER PACE:	11%	33%	23%	
% UNDER PACE:	16%	6%	9%	
ARITHMETIC MEAN:	31	34	32	M.P.H.
SAMPLE VARIANCE:	22	42	32	
STANDARD DEVIATION:	5	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.30	0.82	0.26	
STD. ERROR OF THE MEAN:	0.55	0.91	0.51	M.P.H.

## CITY OF TEMECULA

FOR ROADWAY: CHANNEL STREET

DATE: 07/14/21 DAY: Wednesday TIME PERIOD: 8:57AM TO 10:57AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED															TOTAL	
	EASTBOUND+WESTBOUND															EB	WB
65																0	0
64																0	0
63																0	0
62																0	0
61																0	0
60																0	0
59																0	0
58																0	0
57																0	0
56																0	0
55																0	0
54																0	0
53																0	0
52																0	0
51																0	0
50																0	0
49																0	0
48																0	0
47																0	0
46																0	0
45																0	0
44																0	0
43																0	0
42																0	0
41																0	0
40																0	0
39																0	0
38																0	0
37																0	0
36																0	0
35	X															0	1
34	X															0	1
33																0	0
32	X															0	1
31	X	X	X													1	2
30	X	X														0	2
29	X	X	X	X	X	X										1	5
28	X															1	0
27	X	X	X													1	2
26	X	X	X	X	X	X										3	3
25	X	X	X	X	X	X	X	X	X	X						5	6
24	X	X	X	X	X	X	X									4	4
23	X	X	X	X	X	X	X	X	X	X						4	7
22	X	X	X	X	X	X	X	X								3	6
21	X	X	X	X	X	X	X	X								2	7
20	X	X	X	X	X	X	X	X								1	9
19	X	X	X	X	X	X	X	X								4	6
18	X	X	X	X												1	3
17	X	X	X	X												0	4
16	X															0	1
15																0	0
																31	70
																101	

LIMITS (BTN): BUTTERFIELD STAGE RD AND CHAOTE ST

OBSERVATION POINT: PENBROOK LN/CHANNEL ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

## COMMENTS:

THIS STREET SEGMENT WAS VERY SLOW.  
WE REACHED THE TWO HOUR LIMIT AND ONLY  
COLLECTED OVER 50 SAMPLES IN ONE DIRECTION.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	26	29	27	M.P.H.
50TH %:	24	22	23	M.P.H.
15TH %:	19	19	19	M.P.H.
10 MPH PACE:	19 - 28	17 - 26	17 - 26	M.P.H.
% IN PACE:	90%	79%	81%	
% OVER PACE:	6%	20%	18%	
% UNDER PACE:	3%	1%	1%	
ARITHMETIC MEAN:	23	23	23	M.P.H.
SAMPLE VARIANCE:	10	19	16	
STANDARD DEVIATION:	3	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.32	0.27	0.16	
STD. ERROR OF THE MEAN:	0.56	0.52	0.40	M.P.H.

## CITY OF TEMECULA

DATE: 07/15/21 DAY: Thursday TIME PERIOD: 9:00AM TO 10:48AM

## FOR ROADWAY: COUNTRY GLEN WAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
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	1 0	1
44		0 0	0
43		0 0	0
42		0 0	0
41	X	0 1	1
40	X X X	1 2	3
39		0 0	0
38	X	0 1	1
37	X X X	1 2	3
36	X X	0 2	2
35	X X X X X X X	2 6	8
34	X X X X	2 2	4
33	X X X X X	0 5	5
32	X X X X X X X	4 4	8
31	X X X X X X X	5 3	8
30	X X X X X X X X X X	7 4	11
29	X X X X X X X X X X X X X	5 10	15
28	X X X X X X X X	7 2	9
27	X X X X X X X X X	7 3	10
26	X X X X X X	2 4	6
25	X X	0 2	2
24	X X X X	1 3	4
23	X X	1 1	2
22	X X X X	2 2	4
21	X	0 1	1
20	X X X X X	3 2	5
19	X	0 1	1
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
		51 64	115

LIMITS (BTN): VIA RIO TEMECULA AND TEMECULA PKWY

OBSERVATION POINT: COUNTRY GLEN WAY/BRIARWOOD PL

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

85TH %:	32	35	35	M.P.H.
50TH %:	29	30	29	M.P.H.
15TH %:	26	24	24	M.P.H.
10 MPH PACE:	26 - 35	26 - 35	26 - 35	M.P.H.
% IN PACE:	80%	67%	73%	
% OVER PACE:	6%	14%	10%	
% UNDER PACE:	14%	19%	17%	
ARITHMETIC MEAN:	29	30	30	M.P.H.
SAMPLE VARIANCE:	22	30	26	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.42	0.47	0.23	
STD. ERROR OF THE MEAN:	0.65	0.69	0.48	M.P.H.

## CITY OF TEMECULA

DATE: 07/21/21 DAY: Wednesday TIME PERIOD: 2:15PM TO 2:38PM

FOR ROADWAY: DATE STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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 X	1 1	2
54	X X X X	2 2	4
53	X X X	3 0	3
52	X X X X X X X X	5 3	8
51	X X X X X X X X X X X X	8 4	12
50	X X	16 10	26
49	X X	14 15	29
48	X X	11 13	24
47	X X	18 12	30
46	X X	18 9	27
45	X X	13 12	25
44	X X	9 8	17
43	X X X X X X X X X X	6 4	10
42	X X X X X X X X X X X X	4 7	11
41	X X X X	1 3	4
40	X X X X X X X X	6 2	8
39	X	0 1	1
38	X X X X	3 1	4
37	X X X X	2 2	4
36	X	0 1	1
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
		140 110	250

LIMITS (BTN): YNEZ RD AND LAKEVIEW RD

OBSERVATION POINT: MIDDLE OF THE BLOCK BETWEEN YNEZ AND LAKEVIEW

POSTED SPEED LIMIT: 50 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	50	50	50	M.P.H.
50TH %:	47	47	47	M.P.H.
15TH %:	43	42	43	M.P.H.
10 MPH PACE:	43 - 52	42 - 51	42 - 51	M.P.H.
% IN PACE:	84%	85%	84%	
% OVER PACE:	4%	5%	7%	
% UNDER PACE:	11%	9%	9%	
ARITHMETIC MEAN:	47	46	47	M.P.H.
SAMPLE VARIANCE:	13	13	13	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.10	0.12	0.05	
STD. ERROR OF THE MEAN:	0.31	0.35	0.23	M.P.H.

## CITY OF TEMECULA

DATE: 07/21/21 DAY: Wednesday TIME PERIOD: 2:45PM TO 3:13PM

FOR ROADWAY: DATE STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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	X	1 0	1
50	X X	2 0	2
49	X X	2 0	2
48	X	1 0	1
47	X X	0 2	2
46	X X X X X X X	4 3	7
45	X X X X X X X X	1 7	8
44	X X X X X X	4 2	6
43	X X X X X X X X	6 2	8
42	X X X X X X X X	1 7	8
41	X X X X X X X X X X X X X X	12 3	15
40	X X X X X X X X X X X	3 9	12
39	X X X X X X X X X X	8 3	11
38	X X X X X X X X X X X X X X X X X X	15 6	21
37	X X X X X X X X X X X X X X X X	5 12	17
36	X X X X X X X X X X X X X X X X X	12 7	19
35	X X X X X X X X X X X X X X	10 6	16
34	X X X X X X X X X X X X X X X X X X	9 11	20
33	X X X X X X X X X	5 4	9
32	X X X X X X X X X X	6 4	10
31	X X X X X X X X X X X X X X X X	7 9	16
30	X X X X X X X X X	5 3	8
29	X X X X X	2 2	4
28	X X X	2 1	3
27	X X	1 1	2
26	X	1 0	1
25	X	1 0	1
24	X X	0 2	2
23	X	1 0	1
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
		127 106	233

LIMITS (BTN): LAKEVIEW RD AND EAST CITY LIMITS

OBSERVATION POINT: TRAFALGAR WAY/DATE ST

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	43	42	43	M.P.H.
50TH %:	37	37	37	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	32 - 41	31 - 40	31 - 40	M.P.H.
% IN PACE:	67%	67%	65%	
% OVER PACE:	17%	25%	26%	
% UNDER PACE:	16%	8%	9%	
ARITHMETIC MEAN:	37	37	37	M.P.H.
SAMPLE VARIANCE:	30	27	28	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.25	0.12	
STD. ERROR OF THE MEAN:	0.48	0.50	0.35	M.P.H.



## CITY OF TEMECULA

DATE: 07/27/21 DAY: Tuesday TIME PERIOD: 10:45AM TO 11:50AM

FOR ROADWAY: DEL REY ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL	
	EASTBOUND+WESTBOUND																EB	WB
65																	0	0
64																	0	0
63																	0	0
62																	0	0
61																	0	0
60																	0	0
59																	0	0
58																	0	0
57																	0	0
56																	0	0
55																	0	0
54																	0	0
53																	0	0
52																	0	0
51																	0	0
50																	0	0
49																	0	0
48																	0	0
47																	0	0
46																	0	0
45																	0	0
44																	0	0
43																	0	0
42																	0	0
41																	0	0
40																	0	0
39																	0	0
38	X																0	1
37	X																0	1
36	X																0	1
35	X																0	1
34																	0	0
33	X	X	X														1	2
32	X	X	X														0	3
31	X	X	X	X	X	X	X	X									0	9
30	X	X	X	X	X	X	X	X	X	X	X						4	9
29	X	X	X	X	X	X	X	X									2	7
28	X	X	X	X	X	X	X	X	X								6	5
27	X	X	X	X	X	X	X	X	X								6	5
26	X	X	X	X	X	X	X	X	X								6	5
25	X	X	X	X	X	X	X	X									6	3
24	X	X	X	X	X	X											6	1
23	X	X	X	X	X												6	0
22	X																0	1
21	X	X	X	X	X	X											6	1
20	X	X	X	X													3	1
19																	0	0
18																	0	0
17																	0	0
16																	0	0
15																	0	0
																	52	56
																	108	

LIMITS (BTN): VIA NORTE AND SOLANA WAY

OBSERVATION POINT: 29811 DEL REY RD

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	28	32	31	M.P.H.
50TH %:	25	29	27	M.P.H.
15TH %:	21	26	23	M.P.H.
10 MPH PACE:	21 - 30	24 - 33	23 - 32	M.P.H.
% IN PACE:	92%	88%	82%	
% OVER PACE:	2%	7%	6%	
% UNDER PACE:	6%	5%	11%	
ARITHMETIC MEAN:	25	29	27	M.P.H.
SAMPLE VARIANCE:	9	12	14	
STANDARD DEVIATION:	3	3	4	M.P.H.
VARIANCE OF THE MEAN:	0.18	0.22	0.13	
STD. ERROR OF THE MEAN:	0.42	0.47	0.36	M.P.H.

## CITY OF TEMECULA

DATE: 07/22/21 DAY: Thursday TIME PERIOD: 9:09AM TO 10:09AM

FOR ROADWAY: DEL REY ROAD

SPEED	TOTAL VEHICLES SURVEYED																TOTAL			
	(MPH)	EASTBOUND+WESTBOUND																EB	WB	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	X																	1	0	1
43																		0	0	0
42																		0	0	0
41																		0	0	0
40																		0	0	0
39																		0	0	0
38																		0	0	0
37	X	X																1	1	2
36	X	X	X	X														2	2	4
35	X																	1	0	1
34	X	X	X															3	0	3
33	X	X	X	X														1	3	4
32	X	X	X	X	X	X	X	X	X	X	X							7	5	12
31	X	X	X	X	X	X	X											5	3	8
30	X	X	X	X	X	X	X	X	X	X	X	X	X	X				4	12	16
29	X	X	X	X	X	X	X	X										2	7	9
28	X	X	X	X	X	X	X	X	X									2	8	10
27	X	X	X	X	X	X	X	X	X	X								4	8	12
26	X	X	X	X	X	X	X	X	X	X	X							7	5	12
25	X	X	X	X	X	X	X	X	X	X	X							4	8	12
24	X	X	X	X	X	X	X	X	X	X	X	X	X					4	10	14
23	X	X	X	X	X	X	X											2	6	8
22	X																	1	0	1
21																		0	0	0
20	X																	0	1	1
19	X																	1	0	1
18																		0	0	0
17	X																	0	1	1
16																		0	0	0
15																		0	0	0
																		52	80	132

LIMITS (BTN): SOLANA WAY AND CALLE PINA COLADA (S)

OBSERVATION POINT: 30470 DEL REY RD

POSTED SPEED LIMIT: 30 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	33	31	32	M.P.H.
50TH %:	29	28	28	M.P.H.
15TH %:	24	24	24	M.P.H.
10 MPH PACE:	23 - 32	23 - 32	23 - 32	M.P.H.
% IN PACE:	79%	90%	86%	
% OVER PACE:	17%	8%	11%	
% UNDER PACE:	4%	3%	3%	
ARITHMETIC MEAN:	29	28	28	M.P.H.
SAMPLE VARIANCE:	21	13	16	
STANDARD DEVIATION:	5	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.40	0.16	0.12	
STD. ERROR OF THE MEAN:	0.63	0.40	0.35	M.P.H.

## CITY OF TEMECULA

DATE: 07/21/21 DAY: Wednesday TIME PERIOD: 9:00AM TO 10:00AM

## FOR ROADWAY: HARVESTON DRIVE

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL	
	EASTBOUND+WESTBOUND																EB	WB
65																	0	0
64																	0	0
63																	0	0
62																	0	0
61																	0	0
60																	0	0
59																	0	0
58																	0	0
57																	0	0
56																	0	0
55																	0	0
54																	0	0
53																	0	0
52																	0	0
51																	0	0
50																	0	0
49																	0	0
48																	0	0
47																	0	0
46																	0	0
45																	0	0
44																	0	0
43																	0	0
42																	0	0
41																	0	0
40																	0	0
39																	0	0
38	X	X															2	0
37																	0	0
36	X	X	X	X													2	2
35	X	X	X														2	1
34	X	X	X														2	1
33	X	X	X	X													3	1
32	X	X	X	X	X	X											6	0
31	X	X	X	X	X	X	X										6	2
30	X	X	X	X	X	X	X	X									5	3
29	X	X	X	X	X	X	X	X	X	X							6	5
28	X	X	X	X	X	X	X	X	X								3	7
27	X	X	X	X	X	X	X	X	X								4	5
26	X	X	X	X	X	X	X	X	X	X							4	6
25	X	X	X	X	X	X	X	X	X	X	X						9	4
24	X	X	X	X	X	X	X	X	X	X	X	X					8	6
23	X	X	X	X	X	X	X										4	4
22	X	X	X	X	X	X											2	5
21	X	X	X	X													3	1
20	X	X	X	X													3	2
19																	0	0
18																	0	0
17																	0	0
16																	0	0
15																	0	0
																	74	55
																	129	

LIMITS (BTN): HARVESTON WAY AND FAIRMONT LANE

OBSERVATION POINT: HARVESTON COMMUNITY PARK PARKING LOT

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	32	30	32	M.P.H.
50TH %:	27	26	27	M.P.H.
15TH %:	23	22	23	M.P.H.
10 MPH PACE:	23 - 32	22 - 31	22 - 31	M.P.H.
% IN PACE:	74%	85%	76%	
% OVER PACE:	15%	9%	17%	
% UNDER PACE:	11%	5%	7%	
ARITHMETIC MEAN:	28	27	27	M.P.H.
SAMPLE VARIANCE:	20	15	18	
STANDARD DEVIATION:	5	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.27	0.14	
STD. ERROR OF THE MEAN:	0.52	0.52	0.37	M.P.H.

## CITY OF TEMECULA

DATE: 07/21/21 DAY: Wednesday TIME PERIOD: 10:04AM TO 11:04AM

## FOR ROADWAY: HARVESTON DRIVE

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL	
	EASTBOUND+WESTBOUND																EB	WB
65																	0	0
64																	0	0
63																	0	0
62																	0	0
61																	0	0
60																	0	0
59																	0	0
58																	0	0
57																	0	0
56																	0	0
55																	0	0
54																	0	0
53																	0	0
52																	0	0
51																	0	0
50																	0	0
49																	0	0
48																	0	0
47																	0	0
46																	0	0
45																	0	0
44																	0	0
43	X																1	0
42																	0	0
41																	0	0
40																	0	0
39	X	X															2	0
38	X	X	X														2	1
37	X	X	X	X													3	1
36	X	X	X	X	X												4	1
35	X	X	X														2	1
34	X	X	X	X													3	1
33	X	X															2	0
32	X	X	X	X	X												4	2
31	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	8
30	X	X	X	X	X												4	2
29	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	7
28	X	X	X	X	X	X											4	4
27	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	14	11
26	X	X	X	X	X	X	X										4	5
25	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		12	7
24	X	X	X	X	X												0	5
23	X	X	X	X	X	X	X	X									5	6
22	X	X															2	0
21	X	X	X	X	X	X											4	4
20	X	X	X	X													3	1
19																	0	0
18																	0	0
17																	0	0
16																	0	0
15																	0	0
																	94	67
																	161	

LIMITS (BTN): FAIRMONT LANE AND LAKEVIEW RD

OBSERVATION POINT: CHARLESTON LN/HARVESTON DR

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	34	31	32	M.P.H.
50TH %:	28	27	27	M.P.H.
15TH %:	23	23	23	M.P.H.
10 MPH PACE:	25 - 34	23 - 32	23 - 32	M.P.H.
% IN PACE:	70%	85%	76%	
% OVER PACE:	15%	7%	15%	
% UNDER PACE:	15%	7%	9%	
ARITHMETIC MEAN:	29	27	28	M.P.H.
SAMPLE VARIANCE:	24	15	21	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.23	0.13	
STD. ERROR OF THE MEAN:	0.51	0.48	0.36	M.P.H.

## CITY OF TEMECULA

DATE: 07/21/21 DAY: Wednesday TIME PERIOD: 11:06AM TO 12:06PM

## FOR ROADWAY: HARVESTON DRIVE

SPEED (MPH)	TOTAL VEHICLES SURVEYED															TOTAL	
	EASTBOUND+WESTBOUND															EB	WB
65																0	0
64																0	0
63																0	0
62																0	0
61																0	0
60																0	0
59																0	0
58																0	0
57																0	0
56																0	0
55																0	0
54																0	0
53																0	0
52																0	0
51																0	0
50																0	0
49																0	0
48																0	0
47																0	0
46																0	0
45																0	0
44																0	0
43																0	0
42																0	0
41																0	0
40																0	0
39	X															0	1
38	X	X														1	1
37	X	X														0	2
36	X	X														1	1
35	X	X	X													2	1
34	X	X	X													1	2
33	X															1	0
32	X	X	X	X	X	X										2	4
31	X	X	X	X	X	X	X									5	2
30	X	X	X	X	X	X	X	X								6	3
29	X	X	X	X	X	X										4	2
28	X	X	X	X	X	X	X	X	X							4	7
27	X	X	X	X	X											3	2
26	X	X	X	X	X	X	X	X	X	X						1	10
25	X	X	X	X	X	X	X	X	X	X	X					9	2
24	X	X	X	X	X	X	X									3	6
23	X	X	X	X	X	X	X	X								5	4
22	X	X	X	X	X	X	X	X	X	X	X					9	3
21	X	X	X	X	X											5	0
20	X	X	X	X	X											4	3
19	X	X	X													3	0
18																0	0
17																0	0
16																0	0
15																0	0
																69	56
																125	

LIMITS (BTN): LAKEVIEW RD AND HARVESTON SCHOOL RD

OBSERVATION POINT: NEWPORT RD/HARVESTON DR

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: PARTLY SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	31	32	32	M.P.H.
50TH %:	25	26	26	M.P.H.
15TH %:	21	23	22	M.P.H.
10 MPH PACE:	22 - 31	23 - 32	22 - 31	M.P.H.
% IN PACE:	71%	75%	72%	
% OVER PACE:	12%	14%	16%	
% UNDER PACE:	17%	11%	12%	
ARITHMETIC MEAN:	26	28	27	M.P.H.
SAMPLE VARIANCE:	22	22	22	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.32	0.39	0.18	
STD. ERROR OF THE MEAN:	0.56	0.63	0.42	M.P.H.

## CITY OF TEMECULA

FOR ROADWAY: LA PAZ STREET

DATE: 07/15/21 DAY: Thursday TIME PERIOD: 3:17PM TO 3:43PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL		
	NORTHBOUND+SOUTHBOUND																NB	SB	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																	0	0	0
42																	0	0	0
41	X	X															1	1	2
40	X	X	X	X	X												3	2	5
39	X	X	X	X													1	3	4
38	X	X	X	X	X	X	X										5	3	8
37	X	X	X	X	X	X	X	X	X	X	X	X					5	9	14
36	X	X	X	X	X	X	X	X									5	5	10
35	X	X	X	X	X	X	X	X	X	X	X	X	X	X			10	8	18
34	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	12	9	21
33	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	14	10	24
32	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	11	21
31	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	14	10	24
30	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	10	20
29	X	X	X	X	X	X	X	X	X	X	X						5	9	14
28	X	X	X	X	X	X	X	X	X								4	7	11
27	X	X	X	X	X	X	X										7	2	9
26	X	X	X														0	3	3
25	X	X	X	X													4	0	4
24	X	X															2	0	2
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
																	114	102	216

LIMITS (BTN): TEMECULA PKWY AND YNEZ RD

OBSERVATION POINT: 44405 LA PAZ ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

85TH %:	36	37	37	M.P.H.
50TH %:	33	32	32	M.P.H.
15TH %:	28	29	29	M.P.H.
10 MPH PACE:	27 - 36	28 - 37	28 - 37	M.P.H.
% IN PACE:	80%	86%	82%	
% OVER PACE:	15%	9%	10%	
% UNDER PACE:	5%	5%	8%	
ARITHMETIC MEAN:	33	33	33	M.P.H.
SAMPLE VARIANCE:	16	12	14	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.12	0.07	
STD. ERROR OF THE MEAN:	0.37	0.35	0.26	M.P.H.

## CITY OF TEMECULA

FOR ROADWAY: LOMA LINDA ROAD

DATE: 07/15/21 DAY: Thursday TIME PERIOD: 12:13PM TO 12:50PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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	X	0 1	1
51		0 0	0
50		0 0	0
49		0 0	0
48	X	0 1	1
47		0 0	0
46	X	1 0	1
45		0 0	0
44	X	0 1	1
43	X X X X	2 2	4
42	X	0 1	1
41	X X X X X X	0 6	6
40	X X X X X X	1 5	6
39	X X X X X X X X X X X X X X	7 8	15
38	X X X X X X X X X X	4 6	10
37	X X X X X X X X X X X X	7 6	13
36	X X X X X X X X X X X	7 5	12
35	X X X X X X X X X X X X X X	8 7	15
34	X X X X X X X X X X X X X X	9 6	15
33	X X	16 10	26
32	X X X X X X X X X X X X X	7 7	14
31	X X X X X X X X X X X X X X	9 6	15
30	X X X X X X X X X X X X X	10 4	14
29	X X X X X X	2 4	6
28	X X X X X	4 1	5
27	X X X X X X X X	2 6	8
26	X X X X X X X X X	4 5	9
25	X	1 0	1
24	X X X	1 2	3
23	X X X X	2 2	4
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
		104 102	206

LIMITS (BTN): PECHANGA PKWY AND VIA DEL CORONADO

OBSERVATION POINT: BEECH ST/LOMA LINDA RD

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	37	40	39	M.P.H.
50TH %:	33	34	33	M.P.H.
15TH %:	29	27	29	M.P.H.
10 MPH PACE:	30 - 39	32 - 41	30 - 39	M.P.H.
% IN PACE:	81%	65%	72%	
% OVER PACE:	4%	6%	10%	
% UNDER PACE:	15%	29%	17%	
ARITHMETIC MEAN:	33	34	34	M.P.H.
SAMPLE VARIANCE:	18	30	24	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.29	0.12	
STD. ERROR OF THE MEAN:	0.42	0.54	0.34	M.P.H.

## CITY OF TEMECULA

DATE: 07/28/21 DAY: Wednesday TIME PERIOD: 10:30AM TO 10:48AM

## FOR ROADWAY: MURRIETA HOT SPRINGS ROAD

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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	X X	2 0	2
54	X X X X X	5 0	5
53	X X X	3 0	3
52	X X X X X	4 1	5
51	X X X X X	4 1	5
50	X X X X	3 1	4
49	X X X X X X X	8 0	8
48	X X X X X	5 0	5
47	X X X X X	4 2	6
46	X X X X X X X X X X X X X X	11 5	16
45	X X X X X X X X X X X X X	9 6	15
44	X X X X X	1 4	5
43	X X X X X X X X X X X X X X	9 7	16
42	X X X X X X X X X X X X X X	7 9	16
41	X X X X X X X X X X X X X X	3 12	15
40	X X X X X X X X X X X X X X	4 12	16
39	X X X X X X X X X	3 7	10
38	X X X X X X X X X X X X X X X	8 10	18
37	X X X X X X X X X X X X X X	8 7	15
36	X X X X X X X X X X	1 10	11
35	X X X X	1 3	4
34	X X X X X X X	1 6	7
33	X	0 1	1
32	X X X X X	0 5	5
31	X X	1 1	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
		105 111	216

LIMITS (BTN): POURROY RD AND BUTTERFIELD STAGE RD

OBSERVATION POINT: SKYVIEW PARK PARKING LOT AREA

POSTED SPEED LIMIT: NOT POSTED

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	51	44	49	M.P.H.
50TH %:	45	40	42	M.P.H.
15TH %:	38	36	37	M.P.H.
10 MPH PACE:	37 - 46	36 - 45	37 - 46	M.P.H.
% IN PACE:	60%	76%	66%	
% OVER PACE:	36%	10%	20%	
% UNDER PACE:	4%	14%	14%	
ARITHMETIC MEAN:	45	40	42	M.P.H.
SAMPLE VARIANCE:	30	21	31	
STANDARD DEVIATION:	6	5	6	M.P.H.
VARIANCE OF THE MEAN:	0.29	0.19	0.14	
STD. ERROR OF THE MEAN:	0.54	0.43	0.38	M.P.H.



## CITY OF TEMECULA

FOR ROADWAY: NICOLAS ROAD

DATE: 07/21/21 DAY: Wednesday TIME PERIOD: 3:25PM TO 3:53PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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	X	1 0	1
48	X X	2 0	2
47	X X	2 0	2
46	X	1 0	1
45	X X X X X X X X	7 2	9
44	X X X X X X X X X X X X X X	9 7	16
43	X X X X X X X X	3 6	9
42	X X X X X X X X X X X X X X	12 3	15
41	X X X X X X X X X X	4 7	11
40	X X X X X X X X X X X X X X X X	5 13	18
39	X X	15 12	27
38	X X	14 9	23
37	X X X X X X X X X X X X X X X X X X	8 11	19
36	X X X X X X X X X X X X X X X X X X X X	14 8	22
35	X X X X X X X X X X X X X X X X X X X X	7 14	21
34	X X X X X X X X X X X X X X X X X X X X	10 10	20
33	X X X X X X X X X X	3 7	10
32	X X X	1 2	3
31	X X X	2 1	3
30	X	1 0	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
		121 112	233

LIMITS (BTN): WINCHESTER RD AND NORTH GENERAL KEARNY RD

OBSERVATION POINT: CHILDTIME PARKING LOT

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	44	42	43	M.P.H.
50TH %:	39	38	38	M.P.H.
15TH %:	35	34	34	M.P.H.
10 MPH PACE:	34 - 43	33 - 42	33 - 42	M.P.H.
% IN PACE:	76%	84%	80%	
% OVER PACE:	18%	13%	17%	
% UNDER PACE:	6%	3%	3%	
ARITHMETIC MEAN:	39	38	38	M.P.H.
SAMPLE VARIANCE:	17	12	14	
STANDARD DEVIATION:	4	3	4	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.10	0.06	
STD. ERROR OF THE MEAN:	0.37	0.32	0.25	M.P.H.

## CITY OF TEMECULA

FOR ROADWAY: NICOLAS ROAD

DATE: 07/22/21 DAY: Thursday TIME PERIOD: 2:14PM TO 2:38PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63	X	1 0	1
62		0 0	0
61		0 0	0
60	X X	0 2	2
59		0 0	0
58	X	0 1	1
57		0 0	0
56		0 0	0
55	X	0 1	1
54	X	0 1	1
53	X X X X X	0 5	5
52	X X	1 1	2
51	X X X	0 3	3
50	X X X X X X X X	2 6	8
49	X X X X X X X X	1 8	9
48	X X X X X X X	2 5	7
47	X X X X X X X X X X X	3 9	12
46	X X X X X X X X	3 5	8
45	X X X X X X X X X X X X	5 8	13
44	X X X X X X X X X X X X X X	9 8	17
43	X X X X X X X X X X X X X X X	9 8	17
42	X X X X X X X X X X X X X X X X X	10 9	19
41	X X X X X X X X X X X X X X X	9 7	16
40	X X X X X X X X X X X X X X X	10 6	16
39	X X X X X X X X X X X X X X	10 4	14
38	X X X X X X X X X X X X X	8 5	13
37	X X X X X	4 1	5
36	X X X	3 0	3
35	X X X	1 2	3
34	X X	2 0	2
33	X X X X	2 2	4
32	X X X X X	5 0	5
31	X X	1 1	2
30	X X X X	4 0	4
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
		105 108	213

LIMITS (BTN): NORTH GENERAL KEARNY RD AND JOSEPH RD

OBSERVATION POINT: VIA VANECIA/NICOLAS RD

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	45	50	49	M.P.H.
50TH %:	41	45	43	M.P.H.
15TH %:	36	40	38	M.P.H.
10 MPH PACE:	37 - 46	41 - 50	38 - 47	M.P.H.
% IN PACE:	73%	68%	68%	
% OVER PACE:	10%	13%	19%	
% UNDER PACE:	17%	19%	13%	
ARITHMETIC MEAN:	41	45	43	M.P.H.
SAMPLE VARIANCE:	27	30	33	
STANDARD DEVIATION:	5	5	6	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.27	0.15	
STD. ERROR OF THE MEAN:	0.51	0.52	0.39	M.P.H.

## CITY OF TEMECULA

FOR ROADWAY: NICOLAS ROAD

DATE: 07/22/21 DAY: Thursday TIME PERIOD: 2:41PM TO 3:12PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL	
	EASTBOUND+WESTBOUND																EB	WB
65	X																1	0
64																	0	0
63																	0	0
62																	0	0
61																	0	0
60																	0	0
59																	0	0
58																	0	0
57																	0	0
56	X	X															1	1
55																	0	0
54	X	X															1	1
53	X																0	1
52	X	X	X	X	X	X											2	4
51	X	X	X	X													2	2
50	X	X	X	X	X												0	5
49	X	X	X	X	X	X											0	7
48	X	X	X	X	X	X	X	X	X	X							7	5
47	X	X	X	X	X	X	X	X	X	X	X						4	8
46	X	X	X	X	X	X	X	X	X	X	X						4	7
45	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	12
44	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	12
43	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	9	15
42	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	8
41	X	X	X	X	X	X	X	X	X	X	X	X	X	X			9	6
40	X	X	X	X	X	X	X	X	X	X	X	X	X				9	5
39	X	X	X	X	X	X	X	X	X	X	X						8	4
38	X	X	X	X	X	X	X	X	X	X							7	2
37	X	X	X	X	X	X											5	3
36	X	X	X	X													3	1
35	X	X	X														2	1
34	X	X	X														1	2
33	X	X															2	0
32																	0	0
31	X																1	0
30																	0	0
29																	0	0
28																	0	0
27																	0	0
26																	0	0
25																	0	0
24																	0	0
23																	0	0
22																	0	0
21																	0	0
20																	0	0
19																	0	0
18																	0	0
17																	0	0
16																	0	0
15																	0	0
																	103	112
																		215

LIMITS (BTN): JOSEPH RD AND CALLE MEDUSA

OBSERVATION POINT: RIGHT SHOULDER BETWEEN JOSEPH AND CALLE MEDUSA

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	47	49	48	M.P.H.
50TH %:	42	44	43	M.P.H.
15TH %:	38	40	39	M.P.H.
10 MPH PACE:	37 - 46	41 - 50	39 - 48	M.P.H.
% IN PACE:	74%	76%	73%	
% OVER PACE:	17%	8%	13%	
% UNDER PACE:	9%	16%	14%	
ARITHMETIC MEAN:	42	44	43	M.P.H.
SAMPLE VARIANCE:	26	18	23	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.16	0.11	
STD. ERROR OF THE MEAN:	0.50	0.41	0.33	M.P.H.

## CITY OF TEMECULA

FOR ROADWAY: NICOLAS ROAD

DATE: 07/22/21 DAY: Thursday TIME PERIOD: 3:16PM TO 4:00PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63	X	0 1	1
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	X	0 1	1
55	X	0 1	1
54	X	0 1	1
53	X X	1 1	2
52	X X X X X X X X	2 6	8
51	X X	2 0	2
50	X X X X X X X X	3 4	7
49	X X X X X X X X	4 4	8
48	X X X X X X X X	3 5	8
47	X X	13 13	26
46	X X X X X X X X X X X X X X	6 8	14
45	X X X X X X X X X X X X X X X X X X X X	12 10	22
44	X X X X X X X X X X X X X X X X X X X X	12 12	24
43	X X X X X X X X X X	6 5	11
42	X X X X X X X X X X X X X X	5 6	11
41	X X X X X X X X X X X X X X X X X X	10 9	19
40	X X X X X X X X	4 4	8
39	X X X X X X X X X	6 3	9
38	X X X X X X X X X	7 2	9
37	X X X X X	2 3	5
36	X X X X	2 2	4
35	X X	2 0	2
34	X X	1 1	2
33	X	1 0	1
32	X X X X X	3 2	5
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
		107 104	211

LIMITS (BTN): CALLE MEDUSA AND CALLE GIRASOL

OBSERVATION POINT: RIGHT SHOULDER CALLE MEDUSA AND CALLE GIRASOL

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	47	49	48	M.P.H.
50TH %:	44	45	44	M.P.H.
15TH %:	38	40	39	M.P.H.
10 MPH PACE:	38 - 47	41 - 50	38 - 47	M.P.H.
% IN PACE:	76%	73%	73%	
% OVER PACE:	14%	11%	18%	
% UNDER PACE:	10%	16%	9%	
ARITHMETIC MEAN:	43	45	44	M.P.H.
SAMPLE VARIANCE:	21	25	24	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.24	0.11	
STD. ERROR OF THE MEAN:	0.45	0.49	0.34	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: NORTH GENERAL KEARNY ROAD

DATE: 07/28/21 DAY: Wednesday TIME PERIOD: 12:10PM TO 1:00PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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	X	1 0	1
49	X X X	3 0	3
48	X X X	2 1	3
47	X X	2 0	2
46	X X X	3 0	3
45	X X X X X X X X	9 0	9
44	X X X X X X	5 1	6
43	X X X X X X X X X X X X X X	10 7	17
42	X X X X X X X X X X	5 6	11
41	X X X X X X X X X X X X X X	7 9	16
40	X X X X X X X X X	6 4	10
39	X X X X X X X X X X X	8 5	13
38	X X X X X X X X X X X X X	7 8	15
37	X X X X X X X X X X X X X X	5 11	16
36	X X X X X X X X X X X X X X X X	7 13	20
35	X X X X X X X X X	4 6	10
34	X X X X X X X X X X X X X X X X	9 10	19
33	X X X X X X X X X X	2 9	11
32	X X X X X X X X X X X	6 6	12
31	X X X X X	2 3	5
30	X X X X	1 3	4
29	X X	0 2	2
28	X	0 1	1
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
		104 105	209

LIMITS (BTN): MARGARITA RD AND CALLE PINA COLADA

OBSERVATION POINT: LA COLIMA RD/NORTH GENERAL KEARNY RD

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	45	41	43	M.P.H.
50TH %:	40	36	38	M.P.H.
15TH %:	34	33	33	M.P.H.
10 MPH PACE:	36 - 45	33 - 42	34 - 43	M.P.H.
% IN PACE:	66%	77%	70%	
% OVER PACE:	11%	9%	13%	
% UNDER PACE:	23%	14%	17%	
ARITHMETIC MEAN:	40	37	38	M.P.H.
SAMPLE VARIANCE:	24	16	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.15	0.11	
STD. ERROR OF THE MEAN:	0.48	0.39	0.32	M.P.H.

## CITY OF TEMECULA

DATE: 07/20/21 DAY: Tuesday TIME PERIOD: 9:00AM TO 9:28AM

## FOR ROADWAY: OLD TOWN FRONT STREET

SPEED (MPH)	TOTAL VEHICLES SURVEYED												TOTAL			
	NORTHBOUND+SOUTHBOUND												NB	SB	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	X													1	0	1
54														0	0	0
53														0	0	0
52	X													1	0	1
51														0	0	0
50	X	X												2	0	2
49														0	0	0
48	X	X	X	X										3	1	4
47	X	X	X	X	X									4	1	5
46	X	X	X	X	X									3	2	5
45	X	X												2	0	2
44	X	X	X	X	X									1	4	5
43	X	X	X	X	X	X	X							3	5	8
42	X	X	X	X	X	X	X	X	X					8	3	11
41	X	X	X	X	X	X	X	X	X	X	X			8	5	13
40	X	X	X	X	X	X	X	X	X	X	X	X	X	12	4	16
39	X	X	X	X	X	X	X	X	X	X	X			8	5	13
38	X	X	X	X	X	X	X	X	X	X	X	X	X	9	9	18
37	X	X	X	X	X	X	X	X	X	X	X	X	X	12	4	16
36	X	X	X	X	X	X	X	X	X	X	X	X	X	10	12	22
35	X	X	X	X	X	X	X	X	X	X	X	X	X	7	11	18
34	X	X	X	X	X	X	X	X	X	X	X	X		8	6	14
33	X	X	X	X	X	X	X	X	X	X	X			4	8	12
32	X	X	X	X	X	X	X	X	X	X	X	X		4	9	13
31	X	X	X	X	X	X	X	X	X	X	X			0	12	12
30	X	X	X	X	X	X	X							1	7	8
29	X	X	X	X	X	X	X							1	8	9
28	X	X												1	1	2
27	X	X	X											1	2	3
26	X													0	1	1
25														0	0	0
24	X													1	0	1
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
													115	120	235	

LIMITS (BTN): TEMECULA PKWY AND SANTIAGO RD

OBSERVATION POINT: 28780 OLD TOWN FRONT ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

85TH %:	43	41	42	M.P.H.
50TH %:	38	35	37	M.P.H.
15TH %:	34	30	31	M.P.H.
10 MPH PACE:	33 - 42	29 - 38	32 - 41	M.P.H.
% IN PACE:	75%	72%	66%	
% OVER PACE:	17%	25%	19%	
% UNDER PACE:	8%	3%	15%	
ARITHMETIC MEAN:	39	35	37	M.P.H.
SAMPLE VARIANCE:	27	24	28	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.20	0.12	
STD. ERROR OF THE MEAN:	0.48	0.44	0.34	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: OVERLAND DRIVE

DATE: 07/20/21 DAY: Tuesday TIME PERIOD: 1:50PM TO 2:17PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL	
	EASTBOUND+WESTBOUND																EB	WB
65																	0	0
64																	0	0
63																	0	0
62																	0	0
61																	0	0
60																	0	0
59																	0	0
58																	0	0
57																	0	0
56																	0	0
55																	0	0
54																	0	0
53																	0	0
52																	0	0
51																	0	0
50																	0	0
49																	0	0
48																	0	0
47																	0	0
46																	0	0
45																	0	0
44	X																0	1
43																	0	0
42	X	X															0	2
41																	0	0
40	X																0	1
39																	0	0
38	X																1	0
37	X																1	0
36	X	X	X	X	X												2	3
35	X	X															1	1
34	X	X	X														2	1
33	X	X	X	X	X												5	1
32	X	X	X	X	X	X	X										6	3
31	X	X	X	X	X	X	X	X	X	X	X	X					11	6
30	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		13	10
29	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	10
28	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		11	10
27	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	11	14
26	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		11	11
25	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	11
24	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	10
23	X	X	X	X	X	X											1	7
22	X	X															1	1
21	X	X	X														1	2
20	X																0	1
19																	0	0
18																	0	0
17																	0	0
16																	0	0
15																	0	0
																	108	106
																	214	

LIMITS (BTN): ENTERPRISE CIRCLE AND JEFFERSON AVE

OBSERVATION POINT: TEMECULA MONTESSORI PARKING LOT

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	32	31	31	M.P.H.
50TH %:	28	27	28	M.P.H.
15TH %:	25	24	24	M.P.H.
10 MPH PACE:	24 - 33	23 - 32	23 - 32	M.P.H.
% IN PACE:	91%	87%	87%	
% OVER PACE:	6%	9%	10%	
% UNDER PACE:	3%	4%	3%	
ARITHMETIC MEAN:	28	28	28	M.P.H.
SAMPLE VARIANCE:	11	18	15	
STANDARD DEVIATION:	3	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.10	0.17	0.07	
STD. ERROR OF THE MEAN:	0.32	0.42	0.26	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: OVERLAND DRIVE

DATE: 07/20/21 DAY: Tuesday TIME PERIOD: 2:30PM TO 2:55PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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	X	1 0	1
51		0 0	0
50		0 0	0
49	X X	2 0	2
48	X X X X X	3 2	5
47	X X X X X X X	6 2	8
46	X X X X X X X	6 2	8
45	X X X X X X X X X	4 7	11
44	X X X X X X X X X X X	8 6	14
43	X X X X X X X X X X X X X X	9 10	19
42	X X X X X X X X X X X X	3 10	13
41	X X X X X X X X X X X X X X X X X X	12 11	23
40	X X X X X X X X X X X X X X X X X X X	8 16	24
39	X X X X X X X X X X X X X X X	11 7	18
38	X X X X X X X X X X X X X X X	10 8	18
37	X X X X X X X X X X X	7 5	12
36	X X X X X X X X	5 3	8
35	X X X X X X X X	5 4	9
34	X X X X X X	2 4	6
33	X X X X	1 3	4
32	X X X	1 2	3
31	X X	0 2	2
30	X X X	1 2	3
29	X	0 1	1
28	X	0 1	1
27	X	0 1	1
26	X	0 1	1
25	X	0 1	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
		105 111	216

LIMITS (BTN): JEFFERSON AVE AND YNEZ RD

OBSERVATION POINT: 15 FREEWAY OVERPASS

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	46	44	45	M.P.H.
50TH %:	41	40	40	M.P.H.
15TH %:	37	34	35	M.P.H.
10 MPH PACE:	37 - 46	36 - 45	37 - 46	M.P.H.
% IN PACE:	74%	75%	74%	
% OVER PACE:	11%	5%	7%	
% UNDER PACE:	14%	20%	19%	
ARITHMETIC MEAN:	41	39	40	M.P.H.
SAMPLE VARIANCE:	18	23	21	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.21	0.10	
STD. ERROR OF THE MEAN:	0.41	0.46	0.31	M.P.H.



## CITY OF TEMECULA

## FOR ROADWAY: OVERLAND DRIVE

DATE: 07/20/21 DAY: Tuesday TIME PERIOD: 3:06PM TO 3:31PM

SPEED  (MPH)	TOTAL VEHICLES SURVEYED															TOTAL			
	EASTBOUND+WESTBOUND															EB	WB	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	X															0	2	2
44	X																0	1	1
43																	0	0	0
42	X	X	X	X	X												0	5	5
41	X	X	X	X	X	X											0	6	6
40	X	X	X	X	X												0	5	5
39	X	X	X	X	X	X	X	X	X								1	9	10
38	X	X	X	X	X	X	X	X	X	X	X						3	10	13
37	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		4	15	19
36	X	X	X	X	X	X	X	X	X	X	X	X					1	11	12
35	X	X	X	X	X	X	X	X	X	X	X	X					0	12	12
34	X	X	X	X	X	X	X	X	X	X	X	X	X				5	10	15
33	X	X	X	X	X	X	X	X	X	X	X	X	X				6	8	14
32	X	X	X	X	X	X	X	X	X	X	X	X	X	X			9	7	16
31	X	X	X	X	X	X	X	X	X	X	X	X	X	X			10	5	15
30	X	X	X	X	X	X	X	X	X	X	X	X					12	0	12
29	X	X	X	X	X	X	X	X	X	X	X	X	X				15	0	15
28	X	X	X	X	X	X	X	X	X	X	X	X					12	0	12
27	X	X	X	X	X	X	X	X	X	X	X	X	X				15	0	15
26	X	X	X	X	X	X	X	X									9	0	9
25	X	X															2	0	2
24	X																1	0	1
23	X	X															2	0	2
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
																	107	107	214

LIMITS (BTN): YNEZ RD AND MARGARITA RD

OBSERVATION POINT: OVERLAND CORPORATE CENTER PARKING LOT

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	33	40	38	M.P.H.
50TH %:	29	37	33	M.P.H.
15TH %:	27	33	28	M.P.H.
10 MPH PACE:	25 - 34	32 - 41	29 - 38	M.P.H.
% IN PACE:	89%	87%	67%	
% OVER PACE:	8%	8%	14%	
% UNDER PACE:	3%	5%	19%	
ARITHMETIC MEAN:	30	37	33	M.P.H.
SAMPLE VARIANCE:	11	11	23	
STANDARD DEVIATION:	3	3	5	M.P.H.
VARIANCE OF THE MEAN:	0.11	0.10	0.11	
STD. ERROR OF THE MEAN:	0.33	0.32	0.33	M.P.H.

## CITY OF TEMECULA

**DATE:** 07/15/21 **DAY:** Thursday **TIME PERIOD:** 1:45PM **TO** 2:23PM

**FOR ROADWAY: RAINBOW CANYON ROAD**

[illegible]

**LIMITS (BTN):** SOUTH CITY LIMITS AND TEMECULA CREEK INN

**OBSERVATION POINT:** OPEN SHOULDER

**POSTED SPEED LIMIT:** 40 MPH

OBSERVER: CARLOS

**COMMENTS:**

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
<b>85TH %:</b>	<b>36</b>	<b>38</b>	<b>37</b>	<b>M.P.H.</b>
<b>50TH %:</b>	<u>33</u>	<u>34</u>	<u>34</u>	M.P.H.
<b>15TH %:</b>	<u>28</u>	<u>30</u>	<u>29</u>	M.P.H.
<b>10 MPH PACE:</b>	<u>27 - 36</u>	<u>30 - 39</u>	<u>29 - 38</u>	M.P.H.
<b>% IN PACE:</b>	<u>89%</u>	<u>85%</u>	<u>84%</u>	
<b>% OVER PACE:</b>	<u>11%</u>	<u>5%</u>	<u>7%</u>	
<b>% UNDER PACE:</b>	<u>0%</u>	<u>10%</u>	<u>9%</u>	
<b>ARITHMETIC MEAN:</b>	<u>33</u>	<u>34</u>	<u>33</u>	M.P.H.
<b>SAMPLE VARIANCE:</b>	<u>11</u>	<u>11</u>	<u>11</u>	
<b>STANDARD DEVIATION:</b>	<u>3</u>	<u>3</u>	<u>3</u>	M.P.H.
<b>VARIANCE OF THE MEAN:</b>	<u>0.10</u>	<u>0.10</u>	<u>0.05</u>	
<b>STD. ERROR OF THE MEAN:</b>	0.32	0.32	0.23	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: RAINBOW CANYON ROAD

DATE: 07/15/21 DAY: Thursday TIME PERIOD: 2:27PM TO 3:07PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
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	0 1	1
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50	X	0 1	1
49		0 0	0
48	X	1 0	1
47	X X X	2 1	3
46	X X X X X X	1 5	6
45	X X X X	3 1	4
44	X X X	3 0	3
43	X X X X X X X X	4 5	9
42	X X X X X X X X	4 4	8
41	X X X X X X X X X X X	3 9	12
40	X X X X X X X X X X X X X X X	5 13	18
39	X X X X X X X X X X X X X X X X X X	11 13	24
38	X X X X X X X X X X X X X X X X X X	13 9	22
37	X X X X X X X X X X X X X X X X X X	14 7	21
36	X X X X X X X X X X X X X X X X X X	10 12	22
35	X X X X X X X X X X X X	9 5	14
34	X X X X X X X X X X X X X X X	8 7	15
33	X X X X X X X X X X X	8 3	11
32	X X X X X X X X	7 1	8
31	X X X X X X X	3 3	6
30	X X X X X X X	6 0	6
29	X X X X X	3 1	4
28	X X X	3 0	3
27	X X X X X	5 0	5
26	X X	2 0	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
		128 101	229

LIMITS (BTN): TEMECULA CREEK INN AND PECHANGA PKWY

OBSERVATION POINT: RAINBOW CANYON RD/BAYHILL DR

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	41	42	42	M.P.H.
50TH %:	36	39	37	M.P.H.
15TH %:	30	34	32	M.P.H.
10 MPH PACE:	30 - 39	34 - 43	33 - 42	M.P.H.
% IN PACE:	70%	83%	73%	
% OVER PACE:	20%	9%	12%	
% UNDER PACE:	10%	8%	15%	
ARITHMETIC MEAN:	36	39	37	M.P.H.
SAMPLE VARIANCE:	24	17	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.17	0.10	
STD. ERROR OF THE MEAN:	0.43	0.41	0.31	M.P.H.

## CITY OF TEMECULA

DATE: 07/14/21 DAY: Wednesday TIME PERIOD: 1:20PM TO 1:43PM

## FOR ROADWAY: REDHAWK PARKWAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
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	X X	2 0	2
47		0 0	0
46	X X X X	1 3	4
45	X X X X	4 0	4
44	X X X X	0 4	4
43	X X X X X X	5 1	6
42	X X X X X X X X X X	3 8	11
41	X X X X X X	2 3	5
40	X X X X X X X X X X X X X X X X X X	12 8	20
39	X X X X X X X X X X X X X X X X X X	8 11	19
38	X X X X X X X X X X X X X X X X X X	9 7	16
37	X X	16 13	29
36	X X X X X X X X X X X X X X X X X X	8 9	17
35	X X	14 9	23
34	X X	7 14	21
33	X X	12 11	23
32	X X X X X X X X X X X X	4 7	11
31	X X X X X	1 3	4
30	X X X X X X X	1 5	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
		109 116	225

LIMITS (BTN): VAIL RANCH PKWY AND WOLF VALLEY RD

OBSERVATION POINT: REDHAWK PKWY/VIA CORDOBA

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND SOUTHBOUND NORTHBOUND+SOUTHBOUND

85TH %:	41	41	41	M.P.H.
50TH %:	37	36	37	M.P.H.
15TH %:	33	33	33	M.P.H.
10 MPH PACE:	32 - 41	33 - 42	33 - 42	M.P.H.
% IN PACE:	84%	80%	82%	
% OVER PACE:	14%	7%	9%	
% UNDER PACE:	2%	13%	9%	
ARITHMETIC MEAN:	37	37	37	M.P.H.
SAMPLE VARIANCE:	14	15	14	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.13	0.13	0.06	
STD. ERROR OF THE MEAN:	0.36	0.36	0.25	M.P.H.

## CITY OF TEMECULA

DATE: 07/14/21 DAY: Wednesday TIME PERIOD: 12:46PM TO 1:14PM

## FOR ROADWAY: REDHAWK PARKWAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED															TOTAL		
	EASTBOUND+WESTBOUND															EB	WB	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	X															1	0	1
46	X															1	0	1
45	X	X	X													3	0	3
44	X	X	X													2	1	3
43	X	X	X													1	2	3
42	X	X	X	X												3	1	4
41	X	X	X	X												4	0	4
40	X	X	X	X	X	X	X									5	3	8
39	X	X	X	X	X	X	X	X	X	X						10	3	13
38	X	X	X	X	X	X	X	X	X	X	X	X				7	8	15
37	X	X	X	X	X	X	X									6	2	8
36	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	14	9	23
35	X	X	X	X	X	X	X	X	X	X	X	X				9	5	14
34	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	14	6	20
33	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	8	11	19
32	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	10	10	20
31	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	8	12	20
30	X	X	X	X	X	X	X	X	X	X	X	X				5	9	14
29	X	X	X	X	X	X	X	X	X							0	11	11
28	X	X	X	X	X	X	X	X	X							4	7	11
27	X	X	X	X												1	3	4
26	X	X														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
																116	105	221

LIMITS (BTN): WOLF VALLEY RD AND PEPPERCORN DR

OBSERVATION POINT: CALLESITO VALLARTA/REDHAWK PKWY

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	40	38	39	M.P.H.
50TH %:	35	32	34	M.P.H.
15TH %:	31	29	30	M.P.H.
10 MPH PACE:	31 - 40	29 - 38	30 - 39	M.P.H.
% IN PACE:	78%	79%	75%	
% OVER PACE:	13%	10%	12%	
% UNDER PACE:	9%	11%	13%	
ARITHMETIC MEAN:	36	33	34	M.P.H.
SAMPLE VARIANCE:	18	16	19	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.15	0.15	0.09	
STD. ERROR OF THE MEAN:	0.39	0.39	0.29	M.P.H.

## CITY OF TEMECULA

DATE: 07/14/21 DAY: Wednesday TIME PERIOD: 12:03PM TO 12:40PM

## FOR ROADWAY: REDHAWK PARKWAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
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	X	1 0	1
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47		0 0	0
46	X X X X	3 1	4
45	X X	0 2	2
44	X X X X X X X	3 4	7
43	X X	1 1	2
42	X X X	3 0	3
41	X X X X X X	3 3	6
40	X X X X X X X X X X X X X X X X	8 9	17
39	X X X X X X X X X X X X X X	5 10	15
38	X X X X X X X X X X X X X X X X	10 9	19
37	X X X X X X X X X X X X X X X X	11 7	18
36	X X X X X X X X X X X X X X X X X X	12 11	23
35	X X X X X X X X X X X X X X X X X X	13 12	25
34	X X X X X X X X X X X X X	7 7	14
33	X X X X X X X X X X X X X	6 9	15
32	X X X X X X X X X X X X X	5 9	14
31	X X X X X X X X X X	3 7	10
30	X X X X X X X	1 6	7
29	X X X X X X	2 4	6
28	X X X X X X X	4 4	8
27	X X X X X X	2 4	6
26	X X X X	0 4	4
25	X	0 1	1
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19	X	0 1	1
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
		103 125	228

LIMITS (BTN): PEPPERCORN DR AND EL CHIMISAL/TEHACAHPI PASS

OBSERVATION POINT: REDHAWK PKWY/EASTRIDGE PL

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	40	40	40	M.P.H.
50TH %:	36	35	36	M.P.H.
15TH %:	32	30	31	M.P.H.
10 MPH PACE:	32 - 41	31 - 40	31 - 40	M.P.H.
% IN PACE:	78%	72%	75%	
% OVER PACE:	11%	9%	11%	
% UNDER PACE:	12%	19%	14%	
ARITHMETIC MEAN:	36	35	36	M.P.H.
SAMPLE VARIANCE:	20	24	23	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.19	0.10	
STD. ERROR OF THE MEAN:	0.44	0.44	0.31	M.P.H.

## CITY OF TEMECULA

DATE: 07/14/21 DAY: Wednesday TIME PERIOD: 11:05AM TO 11:59AM

## FOR ROADWAY: REDHAWK PARKWAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
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	X	0 1	1
46	X X	1 1	2
45	X X	2 0	2
44	X X	1 1	2
43	X X X X	4 0	4
42	X X X X	2 2	4
41	X X X X X	4 1	5
40	X X X X X X X X X X X X X X	12 4	16
39	X X X X X X X X X X X X X X X X	9 10	19
38	X X X X X X X X X X X X	7 6	13
37	X X X X X X X X X X X X X X	7 9	16
36	X X	16 13	29
35	X X X X X X X X X X X X X X X X X X X X	12 11	23
34	X X X X X X X X X X X X X X X X	9 8	17
33	X X X X X X X X X X X X X X	4 11	15
32	X X X X X X X X X X X X X X X X	10 8	18
31	X X X X X X X X X X X X X X X X	5 12	17
30	X X X X X X X X X X X X	2 9	11
29	X X X X X X X X	0 7	7
28	X X	0 2	2
27	X	0 1	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
		107 117	224

LIMITS (BTN): EL CHIMISAL/TEHACAHPI PASS AND NIGHTHAWK PASS

OBSERVATION POINT: NO ADDRESS IN SEGMENT. OBSERVATION POINT IN THE MIDDLE OF THE BLOCK

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

85TH %:	40	39	40	M.P.H.
50TH %:	36	35	36	M.P.H.
15TH %:	32	30	31	M.P.H.
10 MPH PACE:	31 - 40	30 - 39	31 - 40	M.P.H.
% IN PACE:	85%	83%	82%	
% OVER PACE:	13%	9%	9%	
% UNDER PACE:	2%	9%	9%	
ARITHMETIC MEAN:	37	35	36	M.P.H.
SAMPLE VARIANCE:	13	15	15	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.12	0.13	0.07	
STD. ERROR OF THE MEAN:	0.35	0.36	0.26	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: TOWNSHIP ROAD

DATE: 07/21/21 DAY: Wednesday TIME PERIOD: 12:10PM TO 2:10PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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		0 0	0
39		0 0	0
38		0 0	0
37		0 0	0
36		0 0	0
35		0 0	0
34		0 0	0
33		0 0	0
32		0 0	0
31		0 0	0
30	X	0 1	1
29	X X	1 1	2
28		0 0	0
27	X X X X	3 1	4
26	X	0 1	1
25	X X X	3 0	3
24	X X X X X X	1 5	6
23	X X X	1 2	3
22	X X X X X X X X X X	6 4	10
21	X X X X X X X X X X X X	3 9	12
20	X X X X X X X	5 2	7
19	X X X X X X X X	4 5	9
18	X X	2 0	2
17	X X X	1 2	3
16	X X X X	2 2	4
15		0 0	0
		32 35	67

## LIMITS (BTN):

VILLAGE RD AND HARVESTON DR

## OBSERVATION POINT:

YSABEL BARNETT ELEMENTARY SCHOOL PARKING LOT

## POSTED SPEED LIMIT:

25 MPH

## OBSERVER:

CARLOS

## COMMENTS:

## WEATHER:

PARTLY SUNNY

## ROAD SURFACE:

DRY

## ROAD CONDITION:

FAIR

## DATA COLLECTION METHOD:

RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	25	24	25	M.P.H.
50TH %:	21	21	21	M.P.H.
15TH %:	18	19	19	M.P.H.
10 MPH PACE:	18 - 27	16 - 25	16 - 25	M.P.H.
% IN PACE:	88%	89%	88%	
% OVER PACE:	3%	11%	12%	
% UNDER PACE:	9%	0%	0%	
ARITHMETIC MEAN:	22	22	22	M.P.H.
SAMPLE VARIANCE:	11	10	10	
STANDARD DEVIATION:	3	3	3	M.P.H.
VARIANCE OF THE MEAN:	0.34	0.30	0.16	
STD. ERROR OF THE MEAN:	0.58	0.55	0.40	M.P.H.



## CITY OF TEMECULA

## FOR ROADWAY: TEMECULA LANE

DATE: 07/15/21 DAY: Thursday TIME PERIOD: 11:11AM TO 12:11PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED			TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND		NB SB	
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			0 0	0
39			0 0	0
38			0 0	0
37			0 0	0
36			0 0	0
35			0 0	0
34			0 0	0
33			0 0	0
32	X		0 1	1
31			0 0	0
30			0 0	0
29			0 0	0
28	X X X X		2 2	4
27	X X X X X X X X		5 3	8
26	X X X X X X X X X X		5 4	9
25	X X X X X X X X X X X X X X X X		6 10	16
24	X X X X X X X X		3 4	7
23	X X X X X X X X X X X X X X X X X X		7 14	21
22	X X X X X X X X X X X X X X		4 10	14
21	X X X X X X X X X X X X X X		6 8	14
20	X X X X X X X X X X X X		6 6	12
19	X X X X X X X X		4 4	8
18	X X X X X X X X		5 2	7
17	X X X		0 3	3
16	X X		1 1	2
15	X X X		2 1	3
			56 73	129

LIMITS (BTN): LOMA LINDA DR AND CANTERFIELD DR

OBSERVATION POINT: 45516 TEMECULA LN

POSTED SPEED LIMIT: NOT POSTED

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	26	25	26	M.P.H.
50TH %:	22	23	23	M.P.H.
15TH %:	18	19	19	M.P.H.
10 MPH PACE:	18 - 27	19 - 28	18 - 27	M.P.H.
% IN PACE:	91%	89%	90%	
% OVER PACE:	4%	1%	4%	
% UNDER PACE:	5%	10%	6%	
ARITHMETIC MEAN:	22	23	22	M.P.H.
SAMPLE VARIANCE:	11	9	10	
STANDARD DEVIATION:	3	3	3	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.13	0.08	
STD. ERROR OF THE MEAN:	0.45	0.36	0.28	M.P.H.

## CITY OF TEMECULA

## FOR ROADWAY: VAIL RANCH PARKWAY

DATE: 07/14/21 DAY: Wednesday TIME PERIOD: 2:55PM TO 3:49PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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	X	0 1	1
46	X	0 1	1
45	X X	1 1	2
44	X X X X X X	2 4	6
43	X X X	0 3	3
42	X X X X X X	3 3	6
41	X X X X X X X X	4 4	8
40	X X X X X X X X X X	6 4	10
39	X X X X X X X X X X X X X X	8 7	15
38	X X X X X X X X X X X X	3 8	11
37	X X X X X X X X X X X X X X	9 7	16
36	X X X X X X X X X X X X X X X X X X	14 9	23
35	X X X X X X X X X X X X X X X X X X	13 8	21
34	X X	19 11	30
33	X X X X X X X X X X X X X X X X X X X X	11 11	22
32	X X X X X X X X X X X X X X X	9 7	16
31	X X	13 11	24
30	X X X X X X X X X	8 1	9
29	X X X	2 1	3
28	X X X X X X X	4 3	7
27	X X X	2 1	3
26	X	1 0	1
25	X X	1 1	2
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
		133 107	240

LIMITS (BTN): NIGHTHAWK PASS AND HARMONY LN/TERZICH DR

OBSERVATION POINT: SUNBEAM TRAIL/VAIL RANCH PKWY

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	39	41	40	M.P.H.
50TH %:	34	35	35	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	30 - 39	31 - 40	31 - 40	M.P.H.
% IN PACE:	80%	78%	78%	
% OVER PACE:	12%	16%	11%	
% UNDER PACE:	8%	7%	10%	
ARITHMETIC MEAN:	35	36	35	M.P.H.
SAMPLE VARIANCE:	15	20	18	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.11	0.18	0.07	
STD. ERROR OF THE MEAN:	0.34	0.43	0.27	M.P.H.

## CITY OF TEMECULA

DATE: 07/14/21 DAY: Wednesday TIME PERIOD: 1:50PM TO 2:50PM

## FOR ROADWAY: VAIL RANCH PARKWAY

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
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 X X	3 0	3
45	X X X X	0 4	4
44	X	1 0	1
43	X X X X	1 3	4
42	X X X	2 1	3
41	X X X X X	5 0	5
40	X X X X X X X X	4 4	8
39	X X X X X X X X X X X X X X	13 2	15
38	X X X X X X X X X X X X X X	7 7	14
37	X X X X X X X X X X X X X X X X X X	15 5	20
36	X X X X X X X X X X X X X X X X X X	8 10	18
35	X X X X X X X X X X X X X X X X X X	16 5	21
34	X X	13 12	25
33	X X X X X X X X X X X X X X X X X X	10 7	17
32	X X	14 12	26
31	X X X X X X X X X X X X X X X X X X	10 8	18
30	X X X X X X X X X X X X X X X X X X	8 10	18
29	X X X X X	2 3	5
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
		132 93	225

LIMITS (BTN): HARMONY LN/TERZICH DR AND REDHAWK PKWY

OBSERVATION POINT: VALENTINO WAY/VAIL RANCH PKWY

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	39	38	39	M.P.H.
50TH %:	35	34	35	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	30 - 39	29 - 38	30 - 39	M.P.H.
% IN PACE:	86%	85%	85%	
% OVER PACE:	12%	15%	12%	
% UNDER PACE:	2%	0%	2%	
ARITHMETIC MEAN:	35	35	35	M.P.H.
SAMPLE VARIANCE:	14	16	15	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.10	0.17	0.07	
STD. ERROR OF THE MEAN:	0.32	0.42	0.26	M.P.H.

## CITY OF TEMECULA

DATE: 07/27/21 DAY: Tuesday TIME PERIOD: 9:00AM TO 10:42AM

FOR ROADWAY: VIA NORTE

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL	
	NORTHBOUND+SOUTHBOUND																NB	SB
65																	0	0
64																	0	0
63																	0	0
62																	0	0
61																	0	0
60																	0	0
59																	0	0
58																	0	0
57																	0	0
56																	0	0
55																	0	0
54																	0	0
53																	0	0
52																	0	0
51																	0	0
50																	0	0
49																	0	0
48																	0	0
47																	0	0
46																	0	0
45																	0	0
44																	0	0
43																	0	0
42																	0	0
41																	0	0
40																	0	0
39																	0	0
38																	0	0
37																	0	0
36	X																0	1
35	X																0	1
34	X																0	1
33	X	X	X	X	X												1	5
32	X	X	X	X	X												1	5
31	X	X	X	X	X	X	X	X	X								6	5
30	X	X	X	X	X	X	X	X	X	X	X	X	X				4	12
29	X	X	X	X	X	X	X	X	X	X	X	X	X				4	9
28	X	X	X	X	X												3	3
27	X	X	X	X	X	X	X	X	X	X	X	X	X				11	3
26	X	X	X	X	X	X	X	X	X	X	X	X	X				5	9
25	X	X	X	X	X	X	X	X	X	X	X	X	X				5	10
24	X	X	X	X	X	X											6	2
23	X	X	X														2	1
22	X	X	X	X													3	1
21																	0	0
20																	0	0
19																	0	0
18																	0	0
17	X																1	0
16																	0	0
15																	0	0
																	52	68
																	120	

LIMITS (BTN): SOLANA WAY AND DEL REY RD

OBSERVATION POINT: VIA NORTE/LOS NOGALES RD

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	30	32	31	M.P.H.
50TH %:	27	29	28	M.P.H.
15TH %:	24	25	25	M.P.H.
10 MPH PACE:	22 - 31	24 - 33	24 - 33	M.P.H.
% IN PACE:	94%	93%	91%	
% OVER PACE:	4%	4%	3%	
% UNDER PACE:	2%	3%	7%	
ARITHMETIC MEAN:	27	29	28	M.P.H.
SAMPLE VARIANCE:	10	10	10	
STANDARD DEVIATION:	3	3	3	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.14	0.09	
STD. ERROR OF THE MEAN:	0.43	0.38	0.29	M.P.H.

## CITY OF TEMECULA

DATE: 10/21/21 DAY: Thursday TIME PERIOD: 11:03AM TO 12:11PM

## FOR ROADWAY: VIA NORTE

SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL		
	NORTHBOUND+SOUTHBOUND																NB	SB	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	X																1	0	1
41	X	X															2	0	2
40	X	X															2	0	2
39	X	X	X														1	2	3
38	X	X	X	X	X												3	3	6
37	X	X	X	X	X												2	3	5
36	X	X	X	X	X	X	X	X	X	X							9	3	12
35	X	X	X	X	X	X	X	X	X	X	X						7	6	13
34	X	X	X	X	X												4	2	6
33	X	X	X	X	X	X	X										6	2	8
32	X	X	X	X	X	X	X	X	X	X	X						10	2	12
31	X	X	X	X	X	X	X	X	X	X	X						4	8	12
30	X	X	X	X	X	X	X	X									4	5	9
29	X	X	X	X	X	X	X										6	2	8
28	X	X	X	X	X												2	4	6
27	X	X	X	X													2	2	4
26	X	X	X	X	X												0	6	6
25	X	X	X	X	X												5	1	6
24	X	X	X														0	3	3
23	X	X															1	1	2
22	X																0	1	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
																	71	56	127

LIMITS (BTN): DEL REY RD AND CALLE PINA COLADA (N)

OBSERVATION POINT: 29400 VIA NORTE

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: PARTLY SUNN'

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

85TH %:	36	36	36	M.P.H.
50TH %:	33	31	32	M.P.H.
15TH %:	29	26	27	M.P.H.
10 MPH PACE:	29 - 38	26 - 35	29 - 38	M.P.H.
% IN PACE:	77%	70%	72%	
% OVER PACE:	8%	20%	6%	
% UNDER PACE:	14%	11%	22%	
ARITHMETIC MEAN:	33	31	32	M.P.H.
SAMPLE VARIANCE:	18	21	20	
STANDARD DEVIATION:	4	5	4	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.37	0.16	
STD. ERROR OF THE MEAN:	0.50	0.61	0.40	M.P.H.

## CITY OF TEMECULA

DATE: 07/22/21 DAY: Thursday TIME PERIOD: 11:41AM TO 12:41PM

FOR ROADWAY: VIA NORTE

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
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 X	0 2	2
42	X	0 1	1
41	X X	1 1	2
40	X	1 0	1
39	X X X	1 2	3
38	X X X	2 1	3
37	X X X X X X	3 3	6
36	X X X X X X X X X	3 7	10
35	X X X X X X X	3 4	7
34	X X X X X X X X X X X X	8 4	12
33	X X X X X X X X	3 5	8
32	X X X X X X X X	7 2	9
31	X X X X X X	3 3	6
30	X X X X X X	4 2	6
29	X X X X X X	3 3	6
28	X X X X X X X X	4 4	8
27	X X X	1 2	3
26	X X X X	1 3	4
25	X X X	1 2	3
24	X X	1 1	2
23	X	0 1	1
22		0 0	0
21	X	1 0	1
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
		51 53	104

LIMITS (BTN): CALLE PINA COLADA AND AVENIDA CENTENARIO

OBSERVATION POINT: 30445 VIA NORTE

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

85TH %:	36	37	37	M.P.H.
50TH %:	32	33	33	M.P.H.
15TH %:	28	27	28	M.P.H.
10 MPH PACE:	28 - 37	28 - 37	28 - 37	M.P.H.
% IN PACE:	80%	70%	75%	
% OVER PACE:	10%	13%	12%	
% UNDER PACE:	10%	17%	13%	
ARITHMETIC MEAN:	32	33	33	M.P.H.
SAMPLE VARIANCE:	17	25	21	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.33	0.46	0.20	
STD. ERROR OF THE MEAN:	0.58	0.68	0.45	M.P.H.

## CITY OF TEMECULA

DATE: 07/22/21 DAY: Thursday TIME PERIOD: 10:15AM TO 11:36AM

## FOR ROADWAY: VIA NORTE

SPEED	TOTAL VEHICLES SURVEYED										TOTAL			
	NORTHBOUND+SOUTHBOUND										NB	SB	VEHICLES	
(MPH)														
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												0	0	0
43												0	0	0
42	X											1	0	1
41	X											0	1	1
40	X											0	1	1
39	X											1	0	1
38	X	X	X									1	2	3
37	X	X										0	2	2
36	X	X	X	X	X							3	2	5
35	X	X	X	X	X	X	X	X				4	4	8
34	X	X	X	X	X							3	2	5
33	X	X										1	1	2
32	X	X	X	X	X	X	X	X	X	X		6	5	11
31	X	X	X	X	X							4	2	6
30	X	X	X	X	X	X	X	X	X	X		5	5	10
29	X	X	X	X	X	X						4	3	7
28	X	X	X	X	X	X	X	X	X	X		5	5	10
27	X	X	X	X	X	X						3	4	7
26	X	X	X	X	X	X						1	5	6
25	X	X	X	X	X							2	3	5
24	X	X										0	2	2
23	X	X	X	X								3	1	4
22	X	X	X									2	1	3
21												0	0	0
20	X											1	0	1
19												0	0	0
18												0	0	0
17												0	0	0
16												0	0	0
15												0	0	0
												51	51	102

LIMITS (BTN): AVENIDA CENTENARIO AND AVENIDA DEL REPOSO

OBSERVATION POINT: CALLE TIARA/VIA NORTE

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND SOUTHBOUND NORTHBOUND+SOUTHBOUND

85TH %:	35	35	35	M.P.H.
50TH %:	30	30	30	M.P.H.
15TH %:	25	26	25	M.P.H.
10 MPH PACE:	27 - 36	26 - 35	26 - 35	M.P.H.
% IN PACE:	75%	71%	71%	
% OVER PACE:	8%	16%	15%	
% UNDER PACE:	18%	14%	15%	
ARITHMETIC MEAN:	31	30	30	M.P.H.
SAMPLE VARIANCE:	26	21	24	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.51	0.42	0.23	
STD. ERROR OF THE MEAN:	0.72	0.65	0.48	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 15, 2019 by RHF Inc.



# TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS  
(NHTSA) National Highway and Traffic Safety Administration.  
(IACP) International Association of Chiefs of Police.

16202 Keats Circle  
Westminster, Calif. 92683

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received <b>1-15-19</b>	Certification Number <b>73769</b>					
2	DEVICE ID	Make <b>Applied Concepts</b>	Model <b>Stalker-ATR</b>	Type (I-IV) <b>III or IV</b>	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
		Counting unit S/N <b>71888</b>	Antenna-1 S/N <b>N/A</b>		Antenna-2 S/N <b>N/A</b>			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N <b>120341</b>	Last date calib.	Freq. (Hz)	Speed (mph) <b>25</b>	Measured (Hz) <b>2620</b>	PASS	FAIL
		High speed fork S/N <b>227227</b>	Last date calib.	Freq. (Hz)	Speed (mph) <b>40</b>	Measured (Hz) <b>4179</b>		
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Fork speed (mph) <b>25</b>	Lo fork <b>25</b>	High fork <b>40</b>	PASS	FAIL
				Disp. Speed (mph) <b>25</b>		<b>40</b>		
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) <b>15</b>	Displayed. (mph) <b>N/A</b>			
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Ho fork - Lo fork	Expected. (mph) <b>N/A</b>	Displayed. (mph) <b>N/A</b>			
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) <b>13.6 V</b>	Antenna 1 Freq. GHz <b>34.729</b>	Antenna 2 Freq. GHz <b>N/A</b>			PASS	FAIL
		Standard supply Voltage - 20% (V) <b>10.8 V</b>	Antenna 1 Freq. GHz <b>34.729</b>	Antenna 2 Freq. GHz <b>N/A</b>				
		Standard supply voltage + 20% (V) <b>16.3 V</b>	Antenna 1 Freq. GHz <b>34.729</b>	Antenna 2 Freq. GHz <b>N/A</b>				
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) <b>≤ 4</b>	Antenna 1 Power (mW/cm) <b>.55</b>	Antenna 2 Power (mW/cm) <b>N/A</b>			PASS	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) <b>≤ 10.8 V</b>	LVA activates (V) <b>6.9</b>	LVA deactivates (V) <b>8.4</b>			PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No B. Functioning audio volume-adjustment control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					PASS	FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. <b>40</b> Test OK	Test results <b>40 TEST OK</b>				PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A. B. Selects only targets moving away from radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N.A.					PASS	FAIL
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. <b>12</b>	Lo speed disp. <b>12</b>			PASS	FAIL
			Hi speed spec. <b>200</b>	Hi speed disp. <b>200</b>				
		Moving Mode target channel (mph)	Low speed spec. <b>15</b>	Lo speed disp. <b>N/A</b>				
			Hi speed spec. <b>200(C)</b>	Hi speed disp. <b>N/A</b>				
		Moving Mode: patrol channel (mph)	Low speed spec. <b>5</b>	Lo speed disp. <b>N/A</b>				
			Hi speed spec. <b>70</b>	Hi speed disp. <b>N/A</b>				
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL
13	LABORATORY COMMENTS							
14	NHTSA/IACP CERTIFICATION	<p><i>This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802</i> <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL</p> <p>Certified by: <b>Fred Bauman</b> Date: <b>1-15-19</b></p>						
15	INVENTORY	<input type="checkbox"/> Fork Cert <input type="checkbox"/> Manual <input type="checkbox"/> 2 <sup>nd</sup> Ant. <input type="checkbox"/> Remote <input type="checkbox"/> Bat. <input type="checkbox"/> Carrying Case <input type="checkbox"/> Other: (please list)						





16202 Keats Circle  
Westminster, Calif. 92683

# TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS  
(NHTSA) National Highway and Traffic Safety Administration.  
(IACP) International Association of Chiefs of Police.

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received <b>1-15-19</b>	Certification Number <b>73776</b>			
2	DEVICE ID	Make <b>Applied Concepts</b>	Model <b>Stalker-II SDR</b> or MDR	Type (1-IV) <b>III</b> or IV	Directional radar <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Same direction <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
		Counting unit S/N <b>A5002077</b>	Antenna-1 S/N <b>N/A</b>		Antenna-2 S/N <b>N/A</b>	
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N <b>303112</b>	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)
		High speed fork S/N <b>303112</b>	Last date calib.	Freq. (Hz)	Speed (mph) <b>40</b>	Measured (Hz) <b>4169</b>
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Lo fork Fork speed (mph) <b>25</b> Disp. Speed (mph) <b>25</b>	High fork <b>40</b> <b>40</b>	PASS FAIL
		Moving mode Opposite Direction		TARGET SPEED (Hi fork - Lo fork) <b>15</b>	Expected. (mph) <b>15</b> Displayed. (mph) <b>N/A</b>	
		Moving mode Same Direction		TARGET SPEED (Hi fork + Lo fork Ho fork - Lo fork) <b>65</b> <b>15</b>	Expected. (mph) <b>65</b> Displayed. (mph) <b>N/A</b>	
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) <b>13.6 V</b>	Antenna 1 Freq. GHz <b>34.747</b>	Antenna 2 Freq. GHz <b>N/A</b>	PASS FAIL	
		Standard supply Voltage - 20% (V) <b>10.8 V</b>	Antenna 1 Freq. GHz <b>34.747</b>	Antenna 2 Freq. GHz <b>N/A</b>		
		Standard supply voltage + 20% (V) <b>16.3 V</b>	Antenna 1 Freq. GHz <b>34.747</b>	Antenna 2 Freq. GHz <b>N/A</b>		
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) <b>≤ 2</b>	Antenna 1 Power (mW/cm) <b>.87</b>	Antenna 2 Power (mW/cm) <b>N/A</b>	PASS FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) <b>≤ 7 V</b>	LVA activates (V) <b>5.8</b>	LVA deactivates (V) <b>6.1</b>	PASS FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal B. Functioning audio volume-adjustment control			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	PASS FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. <b>PASS</b>	Test results <b>PASS</b>			PASS FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar B. Selects only targets moving away from radar			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A.	PASS FAIL
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. <b>12</b>	Lo speed disp. <b>12</b>	PASS FAIL	
			Hi speed spec. <b>200</b>	Hi speed disp. <b>200</b>		
		Moving Mode target channel (mph)	Low speed spec. <b>20</b>	Lo speed disp. <b>N/A</b>		
			Hi speed spec. <b>200(C)</b>	Hi speed disp. <b>N/A</b>		
		Moving Mode: patrol channel (mph)	Low speed spec. <b>15</b>	Lo speed disp. <b>N/A</b>		
			Hi speed spec. <b>79</b>	Hi speed disp. <b>N/A</b>		
12	§ 2.13 / § 5.13 RFI TEST					PASS FAIL
13	LABORATORY COMMENTS					
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL Certified by: <b>Fred Bauman</b> Date: <b>1-15-19</b>				
15	INVENTORY	<input type="checkbox"/> Fork Cert <input type="checkbox"/> Manual <input type="checkbox"/> 2 <sup>nd</sup> Ant. <input type="checkbox"/> Remote <input type="checkbox"/> Bat. <input type="checkbox"/> Carrying Case <input type="checkbox"/> Other: (please list)				



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