

2021 NOVEMBER

Engineering and Traffic Survey









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November 16, 2021

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

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 7year 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





TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1-2
Elements of the Engineering and Traffic Survey	2-3
SURVEY CONDITIONS	4
Survey Locations Data Collection Speed Data Collision Data Field Review Data	4 4 4 5 5
ANALYSIS	6
Criteria Results and Recommendations Table 1-Street Segments With Recommended Speed Changes Table 2-Summary of Recommendations Segments with Special Conditions	6 6-7 8 9-12 13
LEGISLATIVE REFERENCES	14
Applicable Sections of California Vehicle Code	14-19

APPENDIX A - Segment Data **APPENDIX B**

- Radar Speed Distribution Forms
- Raw Radar Speed Distribution Forms

APPENDIX C - Survey Equipment Used

INTRODUCTION

This Engineering and Traffic (E&T) Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Temecula. This E&T Survey presents recommended speed limits for 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 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85th 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 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.
- For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

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 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. 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 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. 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 85th 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

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:

$$R = \frac{Ax1,000,000}{tx365 \frac{days}{year} xlxv}$$

A = Number of midblock collisions over time period

R = Collision Rate (accidents/million vehicle miles)

t = Time Period Covered (in years)

I = 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.

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 85th percentile speed.
- B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.
- C. The 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 S	EGMENTS WITH REC	OMMENDED SPEED C	HANGES						
No.	Street	То	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	l 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	То	Dist. (mi.)	ADT	Acci Rate Exp.	e***	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	То	Dist. (mi.)	ADT	Acci Rate Exp.	e***	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	То	Dist. (mi.)	ADT	Acci Rate Exp.	e***	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	То	Dist. (mi.)	ADT	Accident Rate	e***	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 Centenari	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

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

CERTIFICATION DATE 11/17/2021

1

FROM Del Rey Road TO Avenida Centenario

SPEED FACTORS

STREET

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

Avenida Buena Suerte

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?

Pedestrian Traffic

Truck Traffic

LIGHT

On-Street Parking BOTH SIDES

Sidewalks? NONE

Driveways? BOTH SIDES

ROADWAY FACTORS

Length of Segment 0.540 miles Width 36 feet

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).

11/17/2021 TE 2933

CERTIFICATION DATE 11/17/2021

2

FROM Avenida Buena Suerte TO Via Norte

SPEED FACTORS

STREET

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

Avenida Centenario

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?

Pedestrian Traffic

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?

Horizontal Curve?

VES

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).

11/17/2021 TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET **Business Park Drive** CERTIFICATION DATE 11/17/2021 **FROM** Rancho California Road TO Rancho Way 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 **COLLISION HISTORY Number of Years Studied** 3 vears **Total Collisions** Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 1.00 Collisions/MVM TRAFFIC FACTORS 1.030 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** TS @ RANCHO CALIFORNIA Type of Traffic Control Crosswalks? @TS LIGHT **Pedestrian Traffic Truck Traffic** LIGHT **On-Street Parking BOTH SIDES** Sidewalks? EAST SIDE ONLY Driveways? **BOTH SIDES 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** BC NS **Checked By** Field Study By 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).

Image: Annicolle Spann11/17/2021TE 2933Nicolle SpannDateState Registration Number

CERTIFICATION DATE

11/17/2021

4

FROM Rancho Way TO Diaz Road

SPEED FACTORS

STREET

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 Speed37 mphAverage Speed32 mph

Business Park Drive

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 Lanes2 LANESType of Traffic ControlSTOP @ 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

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).

11/17/2021 TE 2933

5

STREETChannel StreetCERTIFICATION DATE11/17/2021FROMButterfield Stage RoadTOChaote 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 SPE	ED
85th Percentile Speed	27 mph	0200201 10 00111012	
• •			

Average Speed 23 mph 10 mph Pace Speed 17-26 Percentage of Vehicles in Pace 81

Number of Survey Samples 101

Recommended Speed Limit 25 mph

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?

Pedestrian Traffic

Truck Traffic

LIGHT

LIGHT

On-Street Parking BOTH SIDES
Sidewalks? BOTH SIDES

Driveways? NONE

ROADWAY FACTORS

Length of Segment0.300 milesWidth43 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

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).

11/17/2021 TE 2933

CERTIFICATION DATE

11/17/2021

6

FROM Via Rio Temecula TO Temecula Parkway

SPEED FACTORS

STREET

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

Country Glen Way

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?NOHorizontal Curve?YESVisibilityGOODRoadway ConditionsGOOD

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).

11/17/2021 TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

Date Street STREET CERTIFICATION DATE 11/17/2021 Ynez Road **FROM** 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 vears **Total Collisions** Statewide Average Collision Rate 0.91 Collisions/MVM **Collisions per Million Vehicle Miles** 0.14 Collisions/MVM TRAFFIC FACTORS 13.079 **Date Counted** 7/15/2021 **Average Daily Traffic** 4 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ YNEZ RD, LAKEVIEW RD Type of Traffic Control Crosswalks? @ TS MODERATE **Pedestrian Traffic 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 BC NS **Checked By** Field Study By 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

11/17/2021

Date

TE 2933

State Registration Number

registered in the State of California as a Professional Engineer (Traffic).

Nicolle Spann

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

Date Street STREET CERTIFICATION DATE 11/17/2021 **FROM** Lakeview Road 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 vears **Total Collisions** 0 Statewide Average Collision Rate Collisions/MVM 0.98 **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 7.500 **Date Counted** 7/15/2021 **Average Daily Traffic** 6 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ LAKEVIEW RD, KINGWOOD, MARGARITA RD Type of Traffic Control Crosswalks? @ TS MODERATE **Pedestrian Traffic 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 BC NS Field Study By **Checked By** 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

Micolle Spann11/17/2021TE 2933DateState Registration Number

registered in the State of California as a Professional Engineer (Traffic).

9

CERTIFICATION DATE STREET Del Rey Road 11/17/2021 Via Norte **FROM** 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 1,305 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ VIA NORTE, SOLANA WAY Type of Traffic Control Crosswalks? NONE LIGHT **Pedestrian Traffic 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 BC NS **Checked By** Field Study By

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).

Micolle Spann11/17/2021TE 2933DateState Registration Number

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Del Rey Road CERTIFICATION DATE 11/17/2021 Solana Way **FROM** 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 2,760 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ SOLANA WAY, AVENIDA BARCA, CALLE PINA COLADA Type of Traffic Control Crosswalks? NONE LIGHT **Pedestrian Traffic Truck Traffic** LIGHT **On-Street Parking BOTH SIDES** Sidewalks? NONE Driveways? **BOTH SIDES ROADWAY FACTORS Length of Segment** 0.440miles Width 36 feet **Vertical Curve?** YES **Horizontal Curve?** YES Visibility FAIR **Roadway Conditions** GOOD Lighting NONE **Adjacent Land Use** RESIDENTIAL NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

State Registration Number

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

CERTIFICATION DATE STREET **Harveston Drive** 11/17/2021 **FROM** Harveston Way 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 vears **Total Collisions** Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.81 Collisions/MVM TRAFFIC FACTORS 1.874 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES + BIKE LANES **Number of Lanes** STOP @ HARVESTON WAY, FAIRMOUNT LN Type of Traffic Control Crosswalks? @ STOP AND MIDBLOCK MODERATE **Pedestrian Traffic 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** RESIDENTIAL, PARK **Adjacent Land Use** BC **Checked By** NS Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

State Registration Number

CITY OF TEMECULA **ENGINEERING AND TRAFFIC SURVEY**

STREET **Harveston Drive** CERTIFICATION DATE 11/17/2021 Lakeview Road **FROM** Fairmont Ln TO 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 1.848 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES + BIKE LANES **Number of Lanes** STOP @ FAIRMOUNT LN, LAKEVIEW RD Type of Traffic Control Crosswalks? @ STOP MODERATE **Pedestrian Traffic 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 BC Checked By NS Field Study By 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).

TE 2933 Nicolle Spann **Date State Registration Number**

11/17/2021

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET **Harveston Drive** CERTIFICATION DATE 11/17/2021 Lakeview Road Harveston School Road **FROM** TO 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 1.201 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES + BIKE LANES **Number of Lanes** STOP @ LAKEVIEW RD, HAVERSTON SCHOOL RD Type of Traffic Control Crosswalks? @ STOP MODERATE **Pedestrian Traffic 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 BC **Checked By** NS Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

La Paz Street STREET CERTIFICATION DATE 11/17/2021 **FROM** Temecula Parkway 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 10,309 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** Type of Traffic Control TS@TEMECULA PARKWAY Crosswalks? @ TS AND YNEZ ROAD LIGHT **Pedestrian Traffic 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 NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Loma Linda Road CERTIFICATION DATE 11/17/2021 **FROM** Pechanga Parkway 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 vears **Total Collisions** Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.49 Collisions/MVM TRAFFIC FACTORS 3.617 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES + BIKE LANES **Number of Lanes** TS @ PECHANGA PKWY, STOP @ VIA DEL CORONADO Type of Traffic Control Crosswalks? @TS AND STOP LIGHT **Pedestrian Traffic 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** RESIDENTIAL, SCHOOL **Adjacent Land Use** NS BC Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Murrieta Hot Springs Road CERTIFICATION DATE 11/17/2021 **FROM** Pourroy Road 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 vears **Total Collisions** 2 Statewide Average Collision Rate Collisions/MVM 0.91 **Collisions per Million Vehicle Miles** 0.11 Collisions/MVM TRAFFIC FACTORS 21.383 **Date Counted** 7/15/2021 **Average Daily Traffic** 4 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ POURROY RD, BUTTERFIELD STAGE RD Type of Traffic Control @ POURROY RD Crosswalks? LIGHT **Pedestrian Traffic 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 NS BC Field Study By **Checked By** 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Nicolas Road CERTIFICATION DATE 11/17/2021 Winchester Road **FROM** 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 vears **Total Collisions** Statewide Average Collision Rate Collisions/MVM 0.93 **Collisions per Million Vehicle Miles** 0.18 Collisions/MVM TRAFFIC FACTORS 8.681 **Date Counted** 7/15/2021 **Average Daily Traffic** 4 LANES + BIKE LANES **Number of Lanes** TS @ WINCHESTER RD, RANCHO TEMECULA TOWN CTR, GEN Type of Traffic Control **KEARNY** @ TS Crosswalks? LIGHT **Pedestrian Traffic 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 BC NS Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET FROM	Nicolas Road North General Kearn	v Road	CERTIFICATION DATE 11/17/2021 TO Joseph Road
		y rtoau	10 boseph Road
85th Percenti Average Spec	d Survey d Survey le Speed (Mean Speed) le Speed ed	7/22/2021 2:14 PM 43 mph 49 mph 43 mph	Posted Speed Limit 45 mph Speed Justification CALIFORNIA MUTCD OPTION 2
_	Speed f Vehicles in Pace urvey Samples	38-47 68 213	Recommended Speed Limit 45 mph
	ears Studied		s sions/MVM sions/MVM
TRAFFIC F Average Daily Number of La Type of Traffi	y Traffic anes	9,028 4 LANES + BIF TS @ GEN KE	
Crosswalks? Pedestrian Truck Traffic On-Street Par Sidewalks? Driveways?	raffic	@ TS LIGHT LIGHT NONE BOTH SIDE NO	:S
ROADWAY			
Length of Seg Width Vertical Curv Horizontal Cu Visibility Roadway Cou Lighting Adjacent Lan	e? urve? nditions d Use	0.640 mile 86 fee NO NO GOOD GOOD BOTH SIDI	ES NL, PARK
CERTIFICATI City of Teme	cula was performed unde the State of California as	hereby certify r my supervisi	Checked By NS that this Engineering and Traffic Survey within the on and is accurate and complete. I am duly I Engineer (Traffic).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

CERTIFICATION DATE STREET Nicolas Road 11/17/2021 **FROM** Joseph Road 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 7,177 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** NONE Type of Traffic Control Crosswalks? NONE LIGHT **Pedestrian Traffic 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 RELIGIOUS CENTER, VACANT **Adjacent Land Use** BC NS Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

CERTIFICATION DATE STREET Nicolas Road 11/17/2021 **FROM** Calle Medusa 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 4.097 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** NONE Type of Traffic Control Crosswalks? NONE LIGHT **Pedestrian Traffic 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 RESIDENTIAL, VACANT **Adjacent Land Use** BC NS Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

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 vears **Total Collisions** 0 Statewide Average Collision Rate Collisions/MVM 0.93 **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 4.630 **Date Counted** 7/15/2021 **Average Daily Traffic** 4 LANES + BIKE LANES **Number of Lanes** TS @ MARGARITA RD, CAM CAMPOS VERDE Type of Traffic Control Crosswalks? @ TS MODERATE **Pedestrian Traffic 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 BC NS Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

Old Town Front Street STREET CERTIFICATION DATE 11/17/2021 **FROM** Temecula Parkway 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 vears **Total Collisions** 3 Statewide Average Collision Rate 1.44 Collisions/MVM **Collisions per Million Vehicle Miles** 0.37 Collisions/MVM TRAFFIC FACTORS 11.485 **Date Counted** 7/13/2021 **Average Daily Traffic** 3 LANES **Number of Lanes** TS @ SANTIAGO RD, TEMECULA PKWY Type of Traffic Control Crosswalks? @TS LIGHT **Pedestrian Traffic 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 BC NS Field Study By **Checked By** 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Overland Drive CERTIFICATION DATE 11/17/2021 **FROM Enterprise Circle** 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 5,736 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ ENTERPRISE CIR, COMMERCE CENTER DR, JEFFERSON AVE Type of Traffic Control Crosswalks? @ STOP LIGHT **Pedestrian Traffic 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 **COMMERCIAL Adjacent Land Use** BC NS **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Overland Drive CERTIFICATION DATE 11/17/2021 Ynez Road **FROM** Jefferson Avenue TO 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 vears **Total Collisions** 0 Statewide Average Collision Rate Collisions/MVM 0.93 **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 19.821 **Date Counted** 7/15/2021 **Average Daily Traffic** 4 LANES **Number of Lanes** TS @ JEFFERSON AVE, YNEZ RD Type of Traffic Control Crosswalks? @ TS LIGHT **Pedestrian Traffic 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 BC NS Field Study By **Checked By** 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

FROM Ynez Road	TO Margarita Road
1110M	•
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
85th Percentile Speed	38 mph CLOSEST TO 85TH SPEED
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
	o hereby certify that this Engineering and Traffic Survey within the er my supervision and is accurate and complete. I am duly s a Professional Engineer (Traffic).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Rainbow Canyon Road CERTIFICATION DATE 11/17/2021 **FROM** South City Limits 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 vears **Total Collisions** 2 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.11 Collisions/MVM TRAFFIC FACTORS 15.029 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** TS @ PECHANGA PKWY Type of Traffic Control Crosswalks? @TS MODERATE **Pedestrian Traffic 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 BC NS Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Rainbow Canyon Road CERTIFICATION DATE 11/17/2021 Temecula Creek Inn **FROM** 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 10,880 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** NONE Type of Traffic Control Crosswalks? UNMARKED CROSSWALK N OF TEMECULA CREEK INN LIGHT **Pedestrian Traffic 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 BC NS Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Redhawk Parkway CERTIFICATION DATE 11/17/2021 **FROM** Vail Ranch Parkway 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 vears **Total Collisions** 5 Statewide Average Collision Rate 0.91 Collisions/MVM **Collisions per Million Vehicle Miles** 0.45 Collisions/MVM TRAFFIC FACTORS 7/13/2021 27.546 **Date Counted Average Daily Traffic** 4 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ VAIL RANCH PKWY, WOLF VALLEY RD Type of Traffic Control Crosswalks? @ TS LIGHT **Pedestrian Traffic 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 BC NS **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Redhawk Parkway CERTIFICATION DATE 11/17/2021 **FROM** Wolf Valley Road 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 vears **Total Collisions** 0 Statewide Average Collision Rate Collisions/MVM 0.91 **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 7/13/2021 14.401 **Date Counted Average Daily Traffic** 4 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ WOLF VALLEY RD, PEPPERCORN DR Type of Traffic Control Crosswalks? @ TS LIGHT **Pedestrian Traffic 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 NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Redhawk Parkway CERTIFICATION DATE 11/17/2021 **FROM** Peppercorn Drive 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 vears **Total Collisions** Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.11 Collisions/MVM TRAFFIC FACTORS 7/13/2021 9.379 **Date Counted Average Daily Traffic** 2 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ PEPPERCORN DR, TEHACHAPI PASS Type of Traffic Control Crosswalks? @ TS LIGHT **Pedestrian Traffic 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 NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 6.205 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ TEHACHAPI PASS, NIGHTHAWK PASS Type of Traffic Control Crosswalks? @TS LIGHT **Pedestrian Traffic 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 BC NS **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Township Road **CERTIFICATION DATE** 11/17/2021 Village Road **FROM** 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 911 **Date Counted** 7/15/2021 **Average Daily Traffic** 2 LANES + BIKE LANES **Number of Lanes** STOP @ HARVESTON DR, YIELD @ VILLAGE RD Type of Traffic Control @STOP Crosswalks? MODERATE **Pedestrian Traffic 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** RESIDENTIAL, SCHOOL **Adjacent Land Use** BC NS Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Temecula Lane CERTIFICATION DATE 11/17/2021 **FROM** Loma Linda Drive 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 571 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ LOMA LINDA RD, CANTERFIELD DRIVE Type of Traffic Control Crosswalks? NONE LIGHT **Pedestrian Traffic 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** RESIDENTIAL, PARK **Adjacent Land Use** BC Checked By NS Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Vail Ranch Parkway CERTIFICATION DATE 11/17/2021 **FROM** Nighthawk Pass TO Harmony Lane / Terzich Drive SPEED FACTORS **Date of Speed Survey** 7/14/2021 **Posted Speed Limit** 45 mph 2:55 PM Time of Speed Survey **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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 5.629 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ NIGHTHAWK PASS, STOP @ CAMINO PIEDRA ROJO, HARMONY Type of Traffic Control LN Crosswalks? @ TS, @ STOP AND CAMINO RUBANO LIGHT **Pedestrian Traffic 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 NS BC Field Study By Checked By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

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 1:50 PM Time of Speed Survey **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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 4.429 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES + MEDIAN + BIKE LANES **Number of Lanes** TS @ REDHAWK PKWY, STOP @ HARMONY LN, Type of Traffic Control Crosswalks? @ TS AND @STOP LIGHT **Pedestrian Traffic Truck Traffic LGIHT 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 NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Via Norte **CERTIFICATION DATE** 11/17/2021 Solana Way Del Rey Road **FROM** TO 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 849 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ VIA SOLANA WAY, DEL REY RD Type of Traffic Control Crosswalks? NONE LIGHT **Pedestrian Traffic 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 RESIDENTIAL **Adjacent Land Use** NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Via Norte CERTIFICATION DATE 11/17/2021 Calle Pina Colada (N) **FROM** Del Rey Road TO 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 2.092 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ DEL REY RD, CALLE PINA COLADA Type of Traffic Control Crosswalks? NONE LIGHT **Pedestrian Traffic 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 RESIDENTIAL **Adjacent Land Use** NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Via Norte CERTIFICATION DATE 11/17/2021 Calle Pina Colada **FROM** 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 1.720 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ CALLE PINA COLADA, Type of Traffic Control NONE Crosswalks? LIGHT **Pedestrian Traffic 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 RESIDENTIAL **Adjacent Land Use** NS BC **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

CITY OF TEMECULA ENGINEERING AND TRAFFIC SURVEY

STREET Via Norte CERTIFICATION DATE 11/17/2021 **FROM** Avenida Centenario 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 vears **Total Collisions** 0 Statewide Average Collision Rate 1.60 Collisions/MVM **Collisions per Million Vehicle Miles** 0.00 Collisions/MVM TRAFFIC FACTORS 852 **Date Counted** 7/13/2021 **Average Daily Traffic** 2 LANES **Number of Lanes** STOP @ AVENIDA DEL REPOSO Type of Traffic Control NONE Crosswalks? LIGHT **Pedestrian Traffic 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 RESIDENTIAL **Adjacent Land Use** BC NS **Checked By** Field Study By 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).

11/17/2021

Date

Nicolle Spann

TE 2933

APPENDIX B

Radar Speed Distribution Forms

FOR ROADWAY: AVENIDA BUENA SUERTE

SPEED												Т	o	ГΑ	L,	VE	Н	CI	LE	s	su	JR'	VE	ΥI	ED)					TOTAL
(MPH)									NC	R	TH	łΒ	Οl	JN	D.	+S	Ol	JT	HE	30	U	ND)						NB	SB	VEHICLES
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64																													0	0	0
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27					X																								5	1	6
26			X																										2	7	9
25		X	X	X	X		Х	X	X	Ĺ					Ĺ	Ĺ		Ĺ											6	3	9
24			X					Ĺ	Ĺ	Ĺ					Ĺ	Ĺ		Ĺ											2	4	6
23			X		X	X	Х	X	X	X					Ĺ	Ĺ		Ĺ											8	2	10
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19	X	X	Ĺ	Ĺ	Ĺ	Ĺ		Ĺ	Ĺ	Ĺ					Ĺ	Ĺ		Ĺ											1	1	2
18																													0	0	0
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16	X																							Ī		Ī			1	0	1
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																													32	27	59

DEL REY RD AND AVENIDA CENTENARIO

DATE: 07/27/21 **DAY**:

OBSERVATION POINT: 31107 AVENIDA BUENA SUERTE

LIMITS (BTN):

POSTED SPEED LIMIT: 30 MPH OBSERVER: CARLOS

Tuesday

COMMENTS: WEATHER: SUNNY A 50 COUNT WAS UNABLE TO BE ATTAINED

AFTER TWO HOURS IN EITHER DIRECTION. ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

TIME PERIOD: 11:56AM **TO** 1:56PM

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHE	BOUND
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.

FOR ROADWAY: AVENIDA CENTENARIO

SPEED												Т	0	ГΑ	L,	VE	Н	ICI	LE	s	sι	JR	VE	ΥI	ED)						TOTAL
(MPH)									NC	R	TH	łΒ	Οl	JN	D.	+S	0	UT	HE	30	U	ND)							NB	SB	VEHICLES
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64	П																													0	0	0
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41	П																													0	0	0
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38	П																													0	0	0
37	П																													0	0	0
36	П																													0	0	0
35	Х																													0	1	1
34	Х																													0	1	1
33	Х																													0	1	1
32		Х																												0	2	2
31	Х	Х	X	X	х	Х	х	х																						0	8	8
30		Х	X	X	Х	Х	х	х	Х	х	Х																			2	9	11
29			X																											2	5	7
28	Х	Х	X	Х	Х	Х	Х	Х																						6	2	8
27											П														Πİ			Πİ	٦	3	2	5
26	Х		Χ								П														Πİ			Πİ	٦	2	2	4
25	Х	Х																												1	1	2
24		Х																												0	2	2
23		Х	X																											1	2	3
22	П																													0	0	0
21	П	1							П		П	П	П	П	П	П		П	П	П	П	П	П		П		П	П	٦	0	0	0
20	П	1							П		П	П	П	П	П	П		П	П	П	П	П	П		П		П	П	٦	0	0	0
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18	П	1							П		П	П	П	П	П	П			П	П	П	П	П		П		П	П	٦	0	0	0
17	П	1									П		П		П	П			П	П	П		П		П		П	П	٦	0	0	0
16	П	1									П		П	П	П	П			П	П	П	П	П		П		П	П	٦	0	0	0
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LIMITS (BTN): AVENIDA BUENA SUERTE AND VIA NORTE

DATE: 07/27/21 **DAY**:

OBSERVATION POINT: 40724 AVENIDA CENTENARIO

POSTED SPEED LIMIT: 30 MPH OBSERVER: CARLOS

Tuesday

COMMENTS: WEATHER: SUNNY A 50 COUNT WAS UNABLE TO BE ATTAINED

AFTER TWO HOURS IN EITHER DIRECTION. ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

TIME PERIOD: 1:59PM

TO 3:59PM

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
85TH %:	29	31	31 M.P.H.
50TH %:	28	30	M.P.H.
15TH %:	26	26	<u>26</u> M.P.H.
10 MPH PACE:	23 - 32	23 - 32	<u>23 - 32</u> M.P.H.
% IN PACE:	100%	92%	95%
% OVER PACE:	0%	8%	5%
% UNDER PACE:	0%	0%	0%
ARITHMETIC MEAN:	27	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.

FOR ROADWAY: BUSINESS PARK DRIVE

SPEED												т	0	ГΑ	L,	VE	ЕН	ıc	LE	s	sι	JR'	۷E	Υ	ED	,							TOTAL
(MPH)									NC	R	Τŀ	ΙB	Οl	JN	D	+S	О	UT	Н	во	U	ND)								NB	SB	VEHICLES
65																									П				T	1	0	0	0
64																									П		T			1	0	0	0
63																									П				T	1	0	0	0
62																														1	0	0	0
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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																												╝	0	2	2
44	X	X																												╝	0	3	3
43	X	X		Х	X																									╝	1	4	5
42	X	X	Х																											╝	1	2	3
41	X	X	Х																											╝	2	1	3
40		X			Х	Х	Х	Х																						╝	6	2	8
39	X	X	X	X																										╝	2	2	4
38	X	X		Х	Х	Х	Х	X			Ш														Ц						5	3	8
37		X	X		Ш						Щ														Ц		4		4	╝	2	1	3
36	Х	X		Х	Х	Х	Х	Х	Х	Ш	Ш						L	L		Ш	Ш				Ш		4		4	╝	2	7	9
35	Χ	X	X						Ш	Ш	Ш						L	L		Ш	Ш				Ш		4		4	╝	2	1	3
34		X	X	_						Χ	Ц		Ш	Ш							Ш				Ц		4		4	4	6	4	10
33	Х	X	X	X		X		X	Χ	Χ		Х	Х	Х	Х	X	L	L		Ш	Щ				Ц		4		4	4	13	3	16
32	Χ	X	X	X			X				X	X	X				L	L		Ш	Щ				Ц		4		4	4	11	4	15
31	X	X	Х	Х	_			X	X						Х	Х	Х	L		Ш	Щ				Ц		4		4	4	14	3	17
30	Х	X	X	X			X	X	X	X	X		X	X	Ļ		L	L		Н	Н		Ц		Н		4		4	4	9	5	14
29	X	X	X	X				X		X	X	X	X	X	Х		L	L		Ш	Н		4		Н		4	_	4	4	8	7	15
28	X	X	X	X					X	Ļ	Ļ	Ų	Н	Н	L	H	L	L	H	H	Щ	Ц	Ц	4	Н	4	\dashv	4	+	4	5	4	9
27	X	X		Х	Х	Х	Х	×	Х	Х	X	X	Н	Н	L	H	L	L	H	H	Н	Ц	\dashv	4	Н	4	\dashv	4	+	4	6	6	12
26	X	X	X	Ļ	L	Ļ	Ļ	Ļ	Н	Н	Н	Ц	H	H	L	H	L	L	H	Н	Ц	Ц	\dashv	_	Н		\dashv	4	4	4	3	0	3
25		X	X					Х	Н	Н	Н	Н	H	H	L	H	L	L	H	Н	Н	Н	H		H	4	4	4	+	4	4	4	8
24	X	X				X	X	L	H	H	Н	Н	H	H	L	L	L	L	L	H	Н	Н	Н	4	Н	-	\dashv	4	+	4	2	5	7
23	X	X	X	X	X	H	H	H	H	H	Н	Ц	Н	Н	L	H	L	L	H	H	Н	Ц	\dashv	4	Н	4	\dashv	4	+	4	3	2	5
22		X	X	H	H	H	H	H	Н	Н	Н	Ц	H	H	L	H	L	L	H	Н	Ц	Ц	\dashv	_	Н		\dashv	4	4	4	1	2	3
21	X	L	┡	┡	Н	┡	┡	┡	Н	Н	Н	Н	Н	Н	H	┡	L	L	┡	Н	Н	Н	H		Н	4	4	4	+	4	0	1	1
20	Н	L	┡	┡	Н	┡	┡	┡	Н	Н	Н	Н	Н	Н	H	┡	L	L	┡	Н	Н	Н	H		Н	4	4	4	+	4	0	0	0
19	Н		H	H	H	H	H	H	Н	Н	Н	Н	Н	Н	H	H	H	H	H	Н	Н	Н	H	_	Н	-	4	4	+	4	0	0	0
18	Н		H	H	Н	H	H	H	H	H	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	\dashv	-	Н	-	\dashv	4	+	-	0	0	0
17	Н		H	H	Н	H	H	H	H	H	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	\dashv	-	Н	-	\dashv	4	+	-	0	0	0
16 15	Н	H	⊢	⊢	H	⊢	⊢	⊢	Н	Н	Н	Н	Н	Н	┝	⊢	┝	┝	⊢	Н	Н	Н	Н		Н	-	\dashv	4	+	4		0	
15		_	_	_	_	_	_	_	L	L	Ц		L	L	_	_	_	_	_	L	Ц				Ш				_	뷗	0	0	0
																															108	84	192

LIMITS (BTN): RANCHO CALIFORNIA RD AND RANCHO WAY

OBSERVATION POINT: RANCHO FAMILY MEDICAL GROUP PARKING LOT

DATE: 07/20/21 **DAY:**

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

Tuesday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 9:40AM

TO 10:40AM

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

FOR ROADWAY: BUSINESS PARK DRIVE

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SPEED											T	01	ГΑ	L١	۷E	Н	ICI	LE	S	sι	IR۱	۷E	ΥI	ΕD)							TOTAL	
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64	Ħ	T																			1									0	0	0	1
63																														0	0	0	1
62																														0	0	0]
61																														0	0	0]
60																														0	0	0	
59																														0	0	0	
58	Ш																													0	0	0	1
57	Щ																													0	0	0	
56	Ш	L																Ш			_									0	0	0	1
55	Щ	L	L						Ш					Ш	Ш			Ш	Ш	Ш									_	0	0	0	4
54	Щ	Ļ	L	L		Ш		Ш	Щ							Ш	Ш	Щ	Щ	Щ	4									0	0	0	1
53	oxdot	Ļ	Ļ	L		Ш		Ш	Щ							Ш	Ш	Ш	Щ	Щ	4								4	0	0	0	ł
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50	H	┡	L	L		Н		Н	Н					Ш	Ш	Н	Н	Н	Н	Н	4	4		4				Ц	4	0	0	0	1
49	X	╀	┡	L	_	Н	_	Н	Н					Н	Н	Н	Н	Н	Н	Н	4	4		4				_	4	0	1	1	4
48	хх	1	┡	L	_	Н	_	Н	Н					Н	Н	Н	Н	Н	Н	Н	4	4		4				_	4	0	2	2	4
47	H	╄	┢	┡	H	Н	H	Н	Н	-	Н	Н	Н			Н	Н	Н	Н	Н	4	-		4		Н		4	4	0	0	0	1
46	H	╀	┢	H	H	Н	H	Н	Н		Н	Н		H	H	Н	Н	Н	Н	Н	4	4		\dashv		Н		\dashv	4	0	0	0	1
45	X X X	╄	┢	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	4			Н		Н		Н	4	0	1	1 2	1
44 43	X X	╄	H	┢	H	Н	H	Н	H	H	Н	Н	H	Н	Н	Н	Н	Н	H	H	+	4	-	4	-	Н	-	4	4	0	0	1	1
43 42	₽	╁	H	H	H	Н	H	Н	Н					H	H	Н	Н	H	Н	Н	-	-		H				\dashv	+	0	0	0	1
41	хх	╄	H	┢	-	Н	-	Н	H		Н	Н		Н	Н	Н	Н	Н	H	H	┥			H		Н		H	+	0	2	2	1
40	χx		H	H		Н		Н	H		Н	Н		H	H	Н	Н	H	H	H	+	4		-		Н		-	1	0	2	2	1
39	$\hat{\mathbf{x}}$		х	H		Н		Н	Н	Н			H	H	H	Н	Н	Н	Н	Н	1	+		H				Н	+	2	2	4	1
38	XX			H		H		H	H					H	H	H	H	H	H	H	+	=		+				-	1	2	2	4	1
37	XX			H		Н		Н	H					H	H	Н	Н	Н	H	H	7	1		Ħ				Ħ	1	3	1	4	1
36	ХX			x	х	Н	Н	Н	H					Н	Н	Н	Н	H	H	H	7	Ħ		T					1	4	2	6	1
35	хх					Х	х	П						Ħ	Ħ	П	П	П			1	7		T					7	5	3	8	1
34	ΧХ							П	П					П	П	П	П	П	П	П				T					1	5	3	8	1
33	ΧХ																				1									5	3	8	1
32	ΧХ			Х		Х	Х	Х																						5	4	9	1
31	ΧХ	X		Х	Х	Х	Х	Х	Х	Х																				7	4	11	1
30	ХΧ	X						X																						6	3	9]
29	ΧХ		Х	X	Χ	Χ	X	Χ								I	I				J	J	J		J		J			6	3	9]
28	ХΧ					X	X	X																						5	4	9	l
27	ХΧ					L	L	L	Ц		Ц	Ц	Ш	Ц	Ц	L	L	Ш	Ц	Ц	_[Ц		Ц		Ц	╝	5	1	6	1
26	хх		Х	Х	Х	Χ	L	Ц	Ц	Ц			Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	_			Ц				Ц	_	4	3	7	ļ
25	ХΧ		L	L	L	Ц	L	Ц	Щ	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Щ	Щ	_	4		Ц		Ц		Ц	_	1	1	2	l
24		X	L	L	L	Ц	L	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Щ	Ц	Ц	_	4	4	Ц	4	Ц	4	Ц	4	2	1	3	1
23	Х	Ļ	Ļ	L	L	H	L	H	Ц	Ц	Ц	Ц	Ц	Ц	Ц	H	H	Щ	Ц	Ц	_	4	_	Ц	_	Ц	_	Ц	4	1	0	1	1
22	XX		L	L	L	Н	L	Н	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Н	Н	Н	Ц	Ц	4	4	4	Ц	4	Ц	4	Ц	4	1	1	2	1
21	ХX	4	┡	L	L	Н	L	Н	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Н	Н	Щ	Ц	Ц	4	4	4	Ц	4	Ц	4	Ц	4	2	0	2	1
20	Х	╄	┡	L	H	H	H	H	Щ	4	Ц	Ц	Ц	Н	Н	H	H	Н	Щ	Щ	4	4	4	4	4	Ц	4	Ц	4	1	0	1	1
19	\vdash	₽	Ͱ	L	H	Н	H	Н	H	H	Н	Н	Н	H	H	Н	Н	Н	H	H	4	4	4	H	4	Н	4	H	4	0	0	0	1
18	H	╄	Ͱ	H	H	H	H	H	Н	H	Н	Н	Н	Н	Н	H	H	H	Н	Н	4	4	4	H	4	Н	4	\dashv	4	0	0	0	ł
17 16	H	₽	H	┝	H	Н	H	Н	Н	Н	H	H	Н	Н	Н	Н	Н	Н	Н	Н	4	4	4	H	4	H	4	\dashv	4	0	0	0	1
15	${\mathsf H}$	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	┥	+	+	H	+	H	+	H	٦	0	0	0	ł
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LIMITS (BTN):

DATE: 07/20/21 **DAY**:

RANCHO WAY AND DIAZ RD

OBSERVATION POINT: 43397 BUSINESS PARK DR

POSTED SPEED LIMIT: 35 MPH **OBSERVER: CARLOS**

Tuesday

COMMENTS: WEATHER: SUNNY

> DRY **ROAD SURFACE:**

TIME PERIOD: 10:45AM **TO** 11:59AM

FAIR **ROAD CONDITION:**

RADAR DATA COLLECTION METHOD:

	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	<u>26 - 35</u> 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	<u>0.51</u> M.P.H.

FOR ROADWAY: CHANNEL STREET

SPEED											Т	О	ГΑ	L,	VE	Н	CI	E	s s	su	R۱	/E`	ΥE	D							TOTAL
(MPH)								-	EΑ	ST	В	οι	JN	D٠	·W	/ES	ST	ВС	U	ND)								EB	WB	VEHICLES
65	Т		Π		Π	Τ	T	I	T											I	Ī		T	T	T	T			0	0	0
64																													0	0	0
63																													0	0	0
62																													0	0	0
61																													0	0	0
60																													0	0	0
59	Ш		L		L		L																1	╽	l	L			0	0	0
58	Щ		L		L		L	L	L														1	Щ	1	Ш			0	0	0
57	Щ		L		L		L	L	L														1	Щ	1	Ш			0	0	0
56	Щ	L	L	L	L	L	L	Ļ	Ļ	L										4		4	1	4	1	ļ	Ļ	Ш	0	0	0
55	Щ	L	L	L	L	L	L	Ļ	Ļ	L										4		4	1	4	1	ļ	Ļ	Ш	0	0	0
54	Щ	L		Ļ	L	Ļ	L	Ļ	Ļ	L	Ш	Ш								4	_	4	1	4	1	ļ	┡	Ш	0	0	0
53	Щ	L	L	L	L	L	L	Ļ	Ļ	L										4		4	1	4	1	ļ	Ļ	Ш	0	0	0
52	Щ	L		Ļ	L	Ļ	L	Ļ	Ļ	L	Ш	Ш								4	_	4	1	4	1	ļ	┡	Ш	0	0	0
51	Щ	L	Ļ	L	L	L	Ļ	Ļ	L	L		Ш	Ш	Ш	Ш	Ш				4	_	4	1	4	1	┸	L	Ц	0	0	0
50	Щ	L	Ļ	L	L	L	Ļ	Ļ	L	L		Ш	Ш	Ш	Ш	Ш				4	_	4	1	4	1	Ļ	L	Ц	0	0	0
49	Щ	L	Ļ	L	L	L	Ļ	Ļ	L	L		Ш	Ш	Ш	Ш	Ш				_	_	4	1	4	1	┸	L	Ц	0	0	0
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47	Щ	-	L	Ļ	Ļ	╀	Ļ	1	Ļ	L	Ш	Щ				Ш				4	4	4	4	4	4	4	Ļ	Ш	0	0	0
46	Щ	-	L	Ļ	Ļ	╀	Ļ	1	Ļ	L	Ш	Щ				Ш				4	4	4	4	4	4	4	Ļ	Ш	0	0	0
45	Щ	1	Ļ	Ļ	Ļ	╀	Ļ	╀	Ļ	L	Ш	Щ	Ш	Ш	Ш				_	4	4	4	4	4	4	4	╄	L	0	0	0
44	Щ	1	Ļ	Ļ	Ļ	╀	Ļ	╀	Ļ	L	Ш	Щ	Ш	Ш	Ш				_	4	4	4	4	4	4	4	╄	L	0	0	0
43	Щ	1	Ļ	Ļ	Ļ	╀	Ļ	╀	Ļ	L	Ш	Щ	Ш	Ш	Ш				_	4	4	4	4	4	4	4	╄	L	0	0	0
42	H	Ł	Ł	┡	Ļ	╀	Ļ	╀	Ļ	L	Ш	Н	Ш	Ш	Ш	Н		4	4	4	4	4	4	4	4	╀	╄	H	0	0	0
41	H	Ł	Ł	┡	Ļ	╀	Ļ	╀	Ļ	L	Ш	Н	Ш	Ш	Ш	Н		4	4	4	4	4	4	4	4	╀	╄	H	0	0	0
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39	H	-	Ł	╄	Ł	╀	Ļ	╀	╄	Ł	Н	Н	Н	Н	Н	Н		_	_	4	4	4	4	4	+	+	₽	Ц	0	0	0
38	H	┢	┝	╄	╀	╀	╀	╀	╀	H	Н	Н				Н		4	4	+	4	4	+	+	+	╀	╄	Н	0	0	0
37	H	╄	┡	╀	Ł	╀	╀	╀	╀	Ͱ	Н	Н	Н	Н	Н	Н		-	4	+	4	+	+	+	+	╀	╀	Н	0	0	0
36	₩	╄	┡	╀	Ł	╀	╀	╀	╀	Ͱ	Н	Н	Н	Н	Н	Н		-	4	+	4	+	+	+	+	╀	╀	Н	0	0	0
35	X	╄	Ł	╀	Ł	╀	ł	╀	╀	Ͱ	Н	Н	H	H	H	Н	_	\dashv	+	+	+	+	+	+	+	+	H	H	0	1	1
34	Х	┢	┢	╁	Ł	╁	ł	╁	╀	Ͱ	Н	Н	Н	Н	Н	Н	Н	Н	+	+	+	+	+	+	+	+	+	H	0	1	1
33 32	Х	┢	┢	╁	Ł	╁	ł	╁	╀	Ͱ	Н	Н	Н	Н	Н	Н	Н	Н	+	+	+	+	+	+	+	+	+	H	0	1	0 1
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30 29	X)		V	X	t	╁	t	╁	╁	Ͱ	Н	Н	Н	Н	Н	Н	Н	H	+	+	+	+	+	+	+	╁	H	H	1	5	6
28	X	+	f	۲	ť	╁	t	╁	t	H	H	Н	Н	Н	Н	H	۲	\dashv	┥	+	+	+	+	+	+	╁	۲	Н	1	0	1
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26	$\frac{2}{x}$			x	Ι,	+	t	╁	t	۲	H	Н	Н	Н	Н	H	Н	\dashv	\dashv	+	+	+	+	+	+	╁	H	Н	3	3	6
25	X X	_		x			1	X	1	X	H	H	H	H	H	Н	H	H	┪	+	+	+	+	+	+	╁	H	H	5	6	11
24	$\frac{2}{x}$					X	5	7	۲	ا	H	H	H	H	H	Н	H	H	┪	+	+	+	+	+	+	╁	H	H	4	4	8
23	$\frac{2}{x}$	_							l _y	X	H	H	H	H	H	H	H	\dashv	+	+	+	+	t	Ŧ	t	╁	H	H	4	7	11
22	$\frac{2}{x}$									f	H	H	H	H	H	H	H	\dashv	┪	+	+	+	+	+	†	t	H	H	3	6	9
21	$\frac{2}{x}$			x		X				t	H	H	H	H	H	H	H	H	+	+	+	+	+	+	†	t	٢	H	2	7	9
20	XX			x	Ź	X				t	H	H	H	H	H	H	H	H	+	$^{+}$	+	Ŧ	t	t	t	t	t	H	1	9	10
19	XX		x	X	ĺ	X					H	H	H	H	H	H	H	H	1	+	t	+	t	t	t	t	Ħ	H	4	6	10
18	XX		X		ť	Ť	ť	Ť	f	t	Н	H	H	H	H	H	П	T	7	†	†	+	t	†	t	t	Ħ	H	1	3	4
17	XX	X	X	t	t	t	t	t	t	t	H	H	H	H	H	H	H	H	1	+	t	+	t	t	t	t	Ħ	H	0	4	4
16	x	۲	Ť	t	t	t	t	t	t	t	Н	H	H	H	H	H	П	T	7	†	†	+	t	†	t	t	Ħ	H	0	1	1
15	Ħ	t	t	t	t	t	t	t	t	t	H	П	П	П	П	H	Ħ	Ħ	┪	7	†	+	t	T	t	Ť	Ħ	Ħ	0	0	0
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BUTTERFIELD STAGE RD AND CHAOTE ST

OBSERVATION POINT: PENBROOK LN/CHANNEL ST

LIMITS (BTN):

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

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

COMMENTS: WEATHER: SUNNY THIS STREET SEGMENT WAS VERY SLOW.

WE REACHED THE TWO HOUR LIMIT AND ONLY ROAD SURFACE: DRY COLLECTED OVER 50 SAMPLES IN ONE DIRECTION.

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

TO 10:57AM

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBO	DUND
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.

FOR ROADWAY: COUNTRY GLEN WAY

FOR	K	ונ	41	۱ر	/V.	A	Υ:		U	·U	ľ	JΝ	<u> </u>	K	Y	(ار	Lt	:N	i \	N	A'	ſ									
SPEED												т	ο.	TΑ	L,	VE	Н	IC	LE	s	su	R۱	Έ	ŒΙ	D							TOTAL
(MPH)									NC	R	TH	łΒ	Οl	JN	ID	+S	0	UT	HE	30	UN	ΙD								NB	SB	VEHICLES
65																												Ш	╝	0	0	0
64																												Ш	╝	0	0	0
63																													╝	0	0	0
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50																						I	Τ	Ī	Π				1	0	0	0
49																						I	Τ	Ī	Π				1	0	0	0
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47																					Ī		T	Ī	Ī				1	0	0	0
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45	Х																				Ī		T	Ī	Ī				1	1	0	1
44	Г																					T	Ť	T	T			П	1	0	0	0
43	Г																					T	Ť	Ť	T	Ī			1	0	0	0
42	Г																					T	Ť	T	T			П	1	0	0	0
41	Х																					T	Ť	Ť	T	Ī			1	0	1	1
40		Х	X																			T	Ť	Ť	T	Ī			1	1	2	3
39	Г																					T	Ť	Ť	T	Ī			1	0	0	0
38	Х																					T	Ť	Ť	T	Ī			1	0	1	1
37	Х	Х	Х																			T	Ť	Ť	T	Ī			1	1	2	3
36		х					Ī										Ī	Ī			1	T	T	T	T	Ī		Ħ	1	0	2	2
35	Х	х	Х	Х	Χ	Х	х	х									Ī	Ī			1	T	T	T	T	Ī		Ħ	1	2	6	8
34	Х	х	Х				Ī										Ī	Ī			1	T	T	T	T	Ī		Ħ	1	2	2	4
33		х	Χ		Х		Ī										Ī	Ī			1	T	T	T	T	Ī		Ħ	1	0	5	5
32	Х	х			Х	Х	х	х									Ī	Ī			1	T	T	T	T	Ī		Ħ	1	4	4	8
31	Х	Х	_		Х		_	_	П	П	П	П	П	Г	Г	T	Г	Г	П	T	寸	Ť	Ť	T	T	Ħ	П	Ħ	╢	5	3	8
30	х	Х	Х		Х				х	Χ	Х	П	П	Г	Г	T	Г	Г	П	T	寸	Ť	Ť	T	T	Ħ	П	Ħ	╢	7	4	11
29	Х	Х			Х	Х		X	х	Х	Х	х	Х	х	х	Т	T	T		T	7	Ť	Ť	t	t	Ħ	П	Ħ	ᆙ	5	10	15
28	х	Х	_		Х					H	Ħ	Ħ	Ħ	r	r	T	T	T		T	7	Ť	Ť	t	t	Ħ	П	Ħ	ᆙ	7	2	9
27	Х		Х		Х				Х	х	П	Ħ	П	T	T	T	T	T		T	7	Ť	Ť	t	t	Ħ	П	Ħ	ᆙ	7	3	10
26			Х				Ť	r	Ħ	Ħ	П	Ħ	П	T	T	T	T	T	П	T	寸	T	Ť	t	t	П	П	Ħ	╢	2	4	6
25	X	X	Ħ	Ħ	Ħ	Ħ	T	T	П	H			Ħ	T	T	r	T	T	П	Ħ	T	T	T	Ť	T	Ħ	П	Ħ	╢	0	2	2
24			Х	х	Н	Н	t	H	Н	H	H	H	П	H	H	t	t	t	Н	Ħ	寸	T	t	t	t	Ħ	Н	Ħ	╢	1	3	4
23	X	X	Ħ	Ħ	H	H	H	H	H	H	H	H		H	H	H	H	H	H	Ħ	7	†	+	t	t	П	H	Ħ	╢	1	1	2
22			Х	Х	H	H	H	H	H	H	H	H		H	H	H	H	H	H	Ħ	7	†	+	t	t	П	H	Ħ	╢	2	2	4
21	X	Ĥ	Ħ	Ħ	H	H	H	H	H	H	H	H		H	H	H	H	H	H	Ħ	7	†	+	t	t	П	H	Ħ	╢	0	1	1
20		x	Х	x	x	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	┪	+	+	t	t	H	H	H	╢	3	2	5
19	x	Ĥ	Ĥ	Ĥ	Ĥ	H	H	-	H	H	٦	H		-	-	H	H	H	H	+	寸	†	t	t	t	Ħ	H	Ħ	╢	0	1	1
18	۴	H	Н	Н	Н	Н	H	H	Н	H	H	H	H	H	H	H	H	H	H	H	7	t	†	t	t	Ħ	H	H	╢	0	0	0
17	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	7	t	†	t	t	Ħ	H	H	╢	0	0	0
16	H	H	H	H	H	H	H	H	Н	H	H	H	H	H	H	H	H	H	H	H	7	t	+	t	t	Ħ	Н	H	╢	0	0	0
15	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	+	+	+	t	t	H	H	H	╢	0	0	0
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LIMITS (BTN): VIA RIO TEMECULA AND TEMECULA PKWY

DATE: 07/15/21 **DAY:**

OBSERVATION POINT: COUNTRY GLEN WAY/BRIARWOOD PL

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

Thursday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 9:00AM

TO 10:48AM

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	<u>26 - 35</u> 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	<u>5</u> M.P.H.
VARIANCE OF THE MEAN:	0.42	0.47	0.23
STD. ERROR OF THE MEAN:	0.65	0.69	<u>0.48</u> M.P.H.

FOR ROADWAY: DATE STREET

LIMITS (BTN): YNEZ RD AND LAKEVIEW RD

 $\textbf{OBSERVATION POINT:} \quad \textbf{MIDDLE OF THE BLOCK BETWEEN YNEZ AND LAKEVIEW}$

POSTED SPEED LIMIT: 50 MPH OBSERVER: CARLOS

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

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

TO 2:38PM

SPEED												т	o.	ГΑ	L,	VE	Н	IC	LE	s	รเ	JR	VE	ΞY	EC)							TOTAL
(MPH)									E	Α	ST	В	οι	JN	D٠	٠W	/E	ST	В	วบ	INI	D									EB	WB	VEHICLES
65																															0	0	0
64																															0	0	0
63		Ш	Ш				L							Ш								Ш								Ц	0	0	0
62	Ш			L	L	L	Ļ	L	L			L									Ш		Ш				Ш	L	Ш	Ц	0	0	0
61	Н	Ш	Ш	L	L	L	L	L	L			L		Ш							Н	Ш	Н		H		Н	L	Н	L	0	0	0
60	Н	Н	Н	H	L	L	┡	L	L	_	H	-	_	Н	_	_	_	_	_	_	Н	Н	Н	_	H	_	Н	-	Н	Ц	0	0	0
59	Н	Н	Н	H	L	L	┡	L	L	_	H	-	_	Н	_	_	_	_	_	_	Н	Н	Н	_	H	_	Н	-	Н	Ц	0	0	0
58	Н			H	┡	L	┢	L	┡	H	Н	H	H		H	H	H	H	H	H	Н		Н	H	H	H	Н	H	Н	Н	0	0	0
57 56	Н	H	H	H	H	H	┢	H	H	H	H	-	H	H	H	H	H	H	H	H	Н	H	Н	H	H	H	Н	-	Н	H	0	0	0
55	~	Х	Н	H	┢	H	H	H	┢	H	H	H	H	Н	H	H	H	H	H	H	Н	Н	Н	H	H	H	Н	H	Н	Н	1	1	2
55 54	÷		х	¥	H	H	H	H	H	H	Н	H	H	H	H	H	H	H	H	H	Н	H	Н	H	H	H	Н	H	Н	Н	2	2	4
53	X		x		H	H	H	H	H		Н	H		H							Н	H	Н		H		Н	H	Н	Н	3	0	3
52	X	_	X	_	Х	х	Х	х	H	H	H	-	H	H	H	H	H	H	H	H	Н	H	Н	H	H	H	Н	-	Н	H	5	3	8
51	X		X				X		x	x	x	X		H							Н	H	Н		H		Н	H	Н	Н	8	4	12
50	X	X	X								X	X	Х	x	Х	x	x	x	Х	x	Х	x	Х	x	x	x	Н	H	Н	Н	16	10	26
49	X	X	X	_	_	X		X	_	X	X	X	X	X		X			X		X		X		x	X	Х	х	x	H	14	15	29
48	X		X			X		X			X	X		X	X	X			X	X	X		X			ŕ	Ĥ	Ĥ	Ĥ	Н	11	13	24
47	Х	Х	Х			Х		Х		Х		Х	Х	X	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	x	х	Х	х	Х	х		12	30
46	х	Х	Х	_		х		Х		Х	х	Х	Х	Х	Х	Х	Х	Х		Х	Х		Х		Х	х			П	Ħ	18	9	27
45	Х	Х	Х	Х	х	х	Х	х			Х	Х	х		Х	Х	Х	х	х		Х	Х		Х						П	13	12	25
44	Х	Х	X	Х	х	х	Х	х	х	Х	Х	Х	Х	Х		Х	Х														9	8	17
43	Х	X	X	X	Х	Х	Х	Х	Х	Х																					6	4	10
42	Х	X	X	X	Х	Х	Х	Х	Х	Χ	X																				4	7	11
41	X		X																												1	3	4
40	X	X	X	X	Х	Х	Х	X																							6	2	8
39	X																														0	1	1
38	X		X																											Ш	3	1	4
37	Χ	Х	X	Х	L	L	Ļ	L	L			L									Ш		Ш				Ш	L	Ш	Ц	2	2	4
36	X	Н	Н	H	L	L	┡	L	L	_	H	-	_	Н	_	_	_	_	_	_	Н	Н	Н	_	H	_	Н	-	Н	Ц	0	1	1
35	Н			H	┡	L	┢	L	┡	H	Н	H	H		H	H	H	H	H	H	Н		Н	H	H	H	Н	H	Н	Н	0	0	0
34	Н	H	H	H	H	H	┢	H	H	H	H	-	H	H	H	H	H	H	H	H	Н	H	Н	H	H	H	Н	-	Н	H	0	0	0
33 32	Н	Н	Н	H	┢	H	H	H	┢	H	H	H	H	Н	H	H	H	H	H	H	Н	Н	Н	H	H	H	Н	H	Н	Н	0	0	0
31	Н	Н	Н	H	H	H	H	H	H	H	H	H	H	Н	H	H	H	H	H	H	Н	Н	Н	H	H	H	Н	H	Н	Н	0	0	0
30	Н	H	H	H	H	H	H	H	H		H	H		H							Н	H	Н		H		Н	H	Н	Н	0	0	0
29	H	H	H	Н	H	H	H	H	H		Н	H		H							H	H	H		H		H	H	H	H	0	0	0
28	Н	Н	Н	Н	T	T	t	T	T	Н	Ħ	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	H	0	0	0
27	П	Ħ	Ħ	Г	Ħ	T	t	T	Ħ		П	T		Ħ							П	Ħ	П		Ħ		П	T	П	H	0	0	0
26	П	П	П				T				П			П							П	П	П				П		П	Ħ	0	0	0
25																															0	0	0
24																															0	0	0
23																															0	0	0
22																															0	0	0
21																															0	0	0
20	Ц	Ц	Ц	L	L	L	L	L	L	L	Ц	L	L	Ц	L	L	L	L	L	L	Ц	Ц	Ц	L	L	L	Ц	L	Ц	Ц	0	0	0
19		Ш	Ш				L							Ш								Ш								Ц	0	0	0
18	Н	Ц	Ц	L	L	L	L	L	L	L	Н	L	L	Ц	L	L	L	L	L	L	Н	Ц	Н	L	H	L	Н	L	Н	H	0	0	0
17	Н	Н	Н	H	L	L	Ł	L	L	H	Н	L	H	Н	H	H	H	H	H	H	Н	Н	Н	H	H	H	Н	L	Н	Н	0	0	0
16 15	Н	Н	Н	H	H	H	Ͱ	H	H	H	Н	H	H	Н	H	H	H	H	H	H	Н	Н	Н	H	Н	H	Н	H	Н	Н	0	0	0
15	_			_	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	_	_		_		_	_	_	_	_	_	_		_	_	_	_	_		_	۲	140	110	25 0
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	EASTBOUND	WESTBOUND	EASTBOUND+WESTBO	DUND
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.

FOR ROADWAY: DATE STREET

LIMITS (BTN): LAKEVIEW RD AND EAST CITY LIMITS

OBSERVATION POINT: TRAFALGAR WAY/DATE ST

POSTED SPEED LIMIT: 45 MPH OBSERVER: CARLOS

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

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TO 3:13PM

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

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SPEED	L											Т	0.	TΑ	L'	VE	Н	IC	LE	S	sι	JR	VE	Υ	EC)							TOTAL
(MPH)									E	Α	ST	В	οι	JN	D٠	٠W	/E	ST	В	οι	JN	D									EB	WB	VEHICLES
65																															0	0	0
64	П																														0	0	0
63																															0	0	0
62	Ш																														0	0	0
61	L																	L							Щ					Щ	0	0	0
60	L		Ш	L				L	L			Ш	Ш			_	L	L	L	L					Ц	Ш			Ш	Ц	0	0	0
59	H	Н	Ш	L	Н	L	L	L	L	L		Ш	Ш			L	L	L	L	L	L		Н		Щ	Ш	Н		Ш	Щ	0	0	0
58	H	_	H	L	_			L	┡		H	H	H	_	_	_	L		Ł	L		_	_	_	Н	H	Н		H	Н	0	0	0
57 56	H	Н	H	-	Н	H	H	H	┢	H	H	H	H	H	H	H	H	H	┢	H	H	H	Н	H	Н	H	Н	_	H	Н	0	0	0
55	H	Н	H	H	Н	H	H	H	┢	H	H	H	H	H	H	H	H	H	H	H	H	H	Н	H	Н	H	Н	_	H	Н	0	0	0
55 54	H	Н	Н	H	Н	H	H	H	H	H	H	Н	Н	H	H	H	H	-	H	H	H	H	Н	H	H	Н	Н	Н	Н	H	0	0	0
53	H	Н	H	H	Н	H	H	H	H	H	Н	H	H			H	H	H	H	H	H		Н		Н	H	Н	_	H	H	0	0	0
52	H	Н	H	H	Н	H	H	H	H	H	H	H	H			H	H	-	H	H	H		Н		Н	H	Н	Н	H	H	0	0	0
51	х	Н	H	H	Н	H	H	H	H	H	Н	H	H	Н	Н	Н	H	H	Ħ	H	H	Н	Н	Н	H	H	Н		H	H	1	0	1
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49	Х		Ħ	T	П	Ħ	Ħ	l	t	Ħ	П	Ħ	Ħ			Г	l	Ī	T	l	Ħ		П		Ħ	Ħ			Ħ	Ħ	2	0	2
48	Х							Г			П						Г	Г		Г					П						1	0	1
47	Х	Х																													0	2	2
46	Х	X	Χ	Х	Χ	Х	Х																								4	3	7
45	X	X	X				Х	Х																							1	7	8
44	Х	X		X																											4	2	6
43	Х	X	X	X	X			Х																							6	2	8
42	Х	Х	X		X			Х		L									L		L				Ц					Ц	1	7	8
41	Х		X		Χ	Х	Х	Х	Х	Х			X	Х	Х	_	L	L	L	L					Ц	Ш			Ш	Ц	12	3	15
40	X	X	X	X	X						X	X	L	L	L	L	L	L	Ļ	L	L	L	Ш	L	Ц	L	Н		L	Ц	3	9	12
39	X	X	X	X	X							_	_	,	,		Ļ	Ļ	Ļ	Ļ	_	_	Н	_	Н	Н	Н		Н	Н	8	3	11
38	X	X	X			X				X	X			X					×	X	Х	H	Н	H	Н	Н	Н		Н	Н	15	6	21
37 36	X	X	X	X	X						X	X		X		÷	X		Х	H	H	H	Н	H	Н	H	Н	_	H	Н	5 12	12 7	17 19
35	x	X			X	X	X	÷	x	X	÷		÷	X	X	X	ŀ	ŕ	r	H	H	H	Н	H	Н	H	Н	_	H	H	10	6	16
34	x		x	X	X			x		÷		x		x			х	v	v	х	H		Н		Н	H	Н	_	H	H	9	11	20
33	x	X					Ŷ	x	x	ŕ	^	1	1	ŕ	ŕ	ŕ	ŕ	ŕ	ŕ	ŕ	H	H	Н	H	H	Н	Н	_	Н	H	5	4	9
32	X	X	X	X	X	X			X		Н	H	H			Н	H		Ħ	H	H		Н		H	H	Н		H	Ħ	6	4	10
31	X	X	X	X	X				Х		x	Х	x	x	x	х	T	r	Ħ	T	T	Н	Н	Н	Н	Н	Н	П	Н	Ħ	7	9	16
30	Х		Х						Ħ	Ē	F	Ë	Ë	Ť	Ť	Ë	T	T	Ħ	T			П		П	П			П	Ħ	5	3	8
29	Х	Х			Ħ	Γ	Ė	f	T	Γ	П	П	П	Г	Г	Г	T		T	T	Γ	Г	П	Г	П	П	П		П		2	2	4
28	Х	Х	Х			Γ	Γ	Ī	Ī	Γ							Ī	Ī	İ	Ī	Γ				П		П			П	2	1	3
27	Х	Χ		L														L													1	1	2
26	X																														1	0	1
25	X													Ĺ	Ĺ				Ĺ			Ĺ		Ĺ							1	0	1
24	Х	X		L	Ц	L	L	L	L	L	Ц			L	L	L	L	L	L	L	L	L	Ц	L	Ш		Ш			Ш	0	2	2
23	Х	L	Ц		L	L	L	L	L	L	L	Ц	Ц	L	L	L	L	L	L	L	L	L	L	L	Ц	Ц	Ц		Ц	Щ	1	0	1
22	L	Ц	Ц		Ц	L	L	L	L	L	Ц	Ц	Ц	L	L	L	L		L	L	L	L	Ц	L	Ц	Ц	Щ	Щ	Ц	Ц	0	0	0
21	Н	H	Ц	L	H	L	L	L	Ļ	L	H	Ц	Ц	L	L	L	L	-	L	L	L	L	H	L	Ц	Ц	Ц		Ц	Ц	0	0	0
20	Н	Н	Ц	L	Н	L	L	L	L	L	Н	Ц	Ц	L	L	L	L	L	L	L	L	L	Н	L	Ц	Ц	Н	Щ	Ц	Ц	0	0	0
19	Н	Н	Н	L	Н	L	L	L	┡	L	Н	Н	Н	H	H	H	L	H	Ͱ	L	L	H	Н	H	Н	Н	Н	Н	Н	Н	0	0	0
18	Н	H	Н	H	H	H	H	┡	┡	H	Н	Н	Н	H	H	H	┡	H	H	┡	H	H	H	H	Н	Н	Н	Н	Н	Н	0	0	0
17 16	Н	H	Н	H	H	H	H	H	H	H	Н	Н	Н	H	H	H	H	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	Н	0	0	0
15	Н	H	Н	H	H	H	H	H	H	H	H	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	Н	Н	H	Н	H	0	0	0
- 13	_					_	_	_	<u>-</u>	_				_	_	_	_	_	<u> </u>	_	_	_		_						۲			
																															127	106	233

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
85TH %:	43	42	43 M.P.H.
50TH %:	37	37	37M.P.H.
15TH %:	31	31	<u>31</u> M.P.H.
10 MPH PACE:	32 - 41	31 - 40	<u>31 - 40</u> 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	<u> </u>
VARIANCE OF THE MEAN:	0.23	0.25	0.12
STD. ERROR OF THE MEAN:	0.48	0.50	<u>0.35</u> M.P.H.

FOR ROADWAY: DEL REY ROAD

LIMITS (BTN): VIA NORTE AND SOLANA WAY

DATE: 07/27/21 **DAY**:

OBSERVATION POINT: 29811 DEL REY RD

POSTED SPEED LIMIT: 30 MPH OBSERVER: CARLOS

Tuesday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 10:45AM TO 11:50AM

ROAD CONDITION: FAIR

	_	_	_			_			_				_		_		_																	_
SPEED												T	О.	ТΑ	L١	VE	Н	IC	LE	s	sι	JR	VE	Υ	EC)							TOTAL	l
(MPH)									E	ΞΑ	Sī	ГВ	οι	JN	D٠	٠W	Æ	ST	В	วบ	N	D									EB	WB	VEHICLES	l
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64										T	T																				0	0	0	
63																															0	0	0	
62																															0	0	0	
61																															0	0	0	
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50	H	H	H	H	H	Н	H	H	H	H	H	H	H	Н	H	H	H	H	H	Н	H	H	H	H	Н	H				+	0	0	0	l
49	H	H	H	H	H	Н	H	H	H	H	H	H	H	Н	H	H	H	H	H	Н	H	H	H	H	Н	H				+	0	0	0	l
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47	H		Н	H	H	H		H	H	t	t	l		H	H					H	H	H	H		H			-			0	0	0	
46	H	Г	Г	r	r	Н	Г	r	Н	t	t		Г	Н	Н	Г	Г	Г	Г	Н	Н	Н	Н	Н	Н			7		7	0	0	0	
45			Т			П			Т	T	T	T		П	П					П	П	П	П	Т	П			7			0	0	0	
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31	X	X	X		X						Ų	V	~	Н	Н	H	H	H	H	Н	Н	Н	Н	H	Н	4	Н	4	Н	4	0	9	9 13	(
30 29	X	X	X		X						r	Х	^	Н	Н	H	H	H	H	Н	Н	Н	Н	H	Н	H	Н	-	Н	4	2	7	9	ľ
28	x	x	x	x		x		x	Ŷ	v	х	H		Н	H					Н	H	H	H	H	Н		Н		Н	-	6	5	11	,
27	X	x	x		x						x			Н	H					Н	H	H	H	H	Н		Н		Н	-	6	5	11	,
26	X	x	X											H	H					H	H	H	H	H	H						6	5	11	,
25	X	X	X	X	x	X	X	X		ŕ	f	H		Н	H					Н	H	H	H		H						6	3	9	l
24	X	X	X	x	X	X	X	Ë	Ë	t	t	T	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н					7	6	1	7	l
23	х	Х	Х	x	Х	Х	Ē	Ħ	Т	Ħ	Ħ	l		П	Ħ					П	Ħ	Ħ	Ħ	T	Ħ						6	0	6	l
22	х					П				T	T			П	П					П	П	П	П								0	1	1	l
21	х	Х	х	Х	Х	Х	Х	Г	Г	T	T		Г	П	П	Г	Г	Г	Г	П	П	П	П		П	T	T	1	T	7	6	1	7	l
20	х	Х				П	r	Г	Г	T	T	T	Г	П	П	Г	Г	Г	Г	П	П	П	П		П	П	T	1	T	7	3	1	4	l
19	П			L	L			L	L	Γ	Γ																			J	0	0	0	l
18	П			L	L			L	L	Γ	Γ																			J	0	0	0	l
17																															0	0	0	l
16																															0	0	0	l
15		L	L	L	L	L	L	L		L	L	L	L	L		L	L	L	L	L				Ĺ							0	0	0	l
																															52	56	108	

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBO	DUND
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.

FOR ROADWAY: DEL REY ROAD

SOLANA WAY AND CALLE PINA COLADA (S)

DAY:

Thursday

DATE: 07/22/21

OBSERVATION POINT: 30470 DEL REY RD

LIMITS (BTN):

POSTED SPEED LIMIT: 30 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 9:09AM

TO 10:09AM

ROAD CONDITION: FAIR

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 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 XX	1	1	2
36 XXXX	2	2	4
35 X	1	0	1
34 XXX	3	0	3
33 XXXX	1	3	4
32 XXXXXXXXXXXXXXX	7	5	12
31 XXXXXXXXX	5	3	8
30	4	12	16
		7 8	9 10
28 X X X X X X X X X	2 4	8	12
26 XXXXXXXXXXXXXXXX	7	5	12
25	4	8	12
24	4	10	14
23	2	6	8
22 X X X X X X X X X X X X X X X X X 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

	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	<u>23 - 32</u> 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.

SPEED

(MPH)

64

63

62

61

60

59

58

57

16

FOR ROADWAY: HARVESTON DRIVE

TOTAL	
VEHICLES	LIMITS (BTN):
0	
0	OBSERVATION
0	
0	
0	POSTED SPEE
0	
0	COMMENTS:
0	
0	
0	
0	
0	
0	
0	
0	
0	
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0

129

74

55

ЕВ

0

WB

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HARVESTON WAY AND FAIRMONT LANE

OBSERVATION POINT: HARVESTON COMMUNITY PARK PARKING LOT

DATE: 07/21/21

OSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TO 10:00AM

DAY: Wednesday TIME PERIOD: 9:00AM

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	<u>22 - 31</u> M.P.H.	
% IN PACE:	74%	85%	76%	
% OVER PACE:	15%	9%	17%	
% UNDER PACE:	11%	5%	7%	
ARITHMETIC MEAN:	28	27	<u>27</u> 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.	

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	X																							2	0	2
37																								0	0	0
36	X	X	Х																					2	2	4
35		X																						2	1	3
34	X	X																						2	1	3
33		X																						3	1	4
32	X	_																						6	0	6
31		X		X	X	X																		6	2	8
30	X				Χ																			5	3	8
29		X			X				X	Х														6	5	11
28	X							X																3	7	10
27		X			X		X																	4	5	9
26	X	_		Х	X	X	Х	X																4	6	10
25	X	_			X		Х	X	X															9	4	13
24		X		Х	X			X	X	Х	X	X	Х											8	6	14
23		X			X		X																	4	4	8
22		X			X	X																		2	5	7
21	X																							3	1	4
20	X	X	Х	Х																				3	2	5
19	Ш																							0	0	0
18	Ш																							0	0	0
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TOTAL VEHICLES SURVEYED

EASTBOUND+WESTBOUND

FOR ROADWAY: HARVESTON DRIVE

SPEED												т	ο.	ГΑ	L,	VE	Н	ICI	LE	s	sι	JR	VE	Υ	EC)							TOTAL
(MPH)									E	Α	ST	В	οι	JN	D٠	·W	/E	ST	В	วบ	INI	D									EB	WB	VEHICLES
65																															0	0	0
64																															0	0	0
63																															0	0	0
62																															0	0	0
61											Ш																				0	0	0
60											Ш																				0	0	0
59	Ш									Ш	Ц				Ш							Ш				Ш	Ш	Ш	Ш		0	0	0
58	Щ						Ш	L	L		Щ						L			Ш	Ш				Ш				Щ		0	0	0
57	Ш		L				Ш	L	L		Щ					L	L		L	Ш	Ш				L				Ш	Ц	0	0	0
56							Ш	L	L	Ш	Щ				Ш		L			Ш	Ш	Ш			Ц	Ш	Ш	Ш		Ц	0	0	0
55	Н		L				Н	L	L	Ш	Щ				Ш	L	L		H	Н	Н	Ш			L	Ш	Ш	Ш	Н		0	0	0
54	Н		L				Н	L	L	Ш	Щ				Ш	L	L		H	Н	Н	Ш			L	Ш	Ш	Ш	Н		0	0	0
53	Н		L				Н	L	L	Ш	Щ				Ш	L	L		H	Н	Н	Ш			L	Ш	Ш	Ш	Н		0	0	0
52	Н		L				Н	L	L	Ш	Щ				Ш	L	L		H	Н	Н	Ш			L	Ш	Ш	Ш	Н		0	0	0
51	Н		L	_	_	_	Н	L	L	Н	Н				Н	_	L	_	H	Н	Н	Н			Н	Н	Н	Н	Н	Ц	0	0	0
50	Н		_				Ш	L	L	Ш	Н				Ш	L	L		H	Ш	Ш	Ш			Ш	Ш	Ш	Ш	Н		0	0	0
49	Н		_				Ш	L	L	Ш	Н				Ш	L	L		H	Ш	Ш	Ш			Ш	Ш	Ш	Ш	Н		0	0	0
48	Н		_				Ш	L	L	Ш	Н				Ш	L	L		H	Ш	Ш	Ш			Ш	Ш	Ш	Ш	Н		0	0	0
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45	Н		L	_	_	_	Н	L	L	Н	Н				Н	_	L	_	H	Н	Н	Н			Н	Н	Н	Н	Н	Ц	0	0	0
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43	X		-				Н				Н					-			H	Н	Н				Н				Н	_	1	0	1
42	Н		H	H	H	H	Н	┡	┡		Н					H	┡	H	H	Н	Н		Н		Н				Н	Н	0	0	0
41	Н		H	-	-	-	Н	H	H	Н	Н				Н	-	H	-	H	Н	Н	Н	Н		Н	Н	Н	Н	Н	Н	0	0	0
40	V	~	-	Н	Н	Н	Н	H	H	Н	Н	Н	Н	Н	Н	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	_	2	0	0 2
39	X	X	х	H	H	H	Н	┢	┢	Н	Н	Н	Н	Н	Н	-	┢	H	H	Н	Н	Н	H	Н	Н	Н	Н	Н	Н	Н	2	1	
38 37				Х	H	H	Н	┢	┢	Н	Н	Н	Н	Н	Н	-	┢	H	H	Н	Н	Н	H	Н	Н	Н	Н	Н	Н	Н	3	1	3 4
36	x			X			Н	H	H	Н	Н	Н	Н	Н	Н	H	H		H	Н	Н	Н	-	Н	Н	Н	Н	Н	Н	Н	4	1	5
35		X	X		ŕ		Н	H	H	H	Н	_	_	_	H	H	H		H	Н	Н	H		_	Н	H	H	H	Н	-	2	1	3
34				х			Н	H	H	H	Н	_	_	_	H	H	H		H	Н	Н	H		_	Н	H	H	H	Н	-	3	1	4
33	X	X	ŕ	Ĥ			Н	H	H	Н	H	Н	Н	Н	Н	Н	H		H	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	Н	2	0	2
32	X	X	Х	Y	х	х	Н	H	H	H	Н	Н	Н	Н	H	-	H	H	H	Н	Н	H	H	Н	H	H	H	H	Н	H	4	2	6
31	X	X					Y	¥	х	¥	¥	Y	Y	Y	¥	Y	¥	Y	H	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	Н	10	8	18
30	X			X			Ĥ	ŕ	ŕ	ŕ	Ĥ	^	^	^	Ŷ	ŕ	Ĥ	Ĥ	H	H	H	H			H	H	H	H	Н		4	2	6
29	Х	X		X			x	x	х	x	x	Х	x	x	Х	Х	H	Н	H	Н	Н	H			H	H	H	H	Н	Н	9	7	16
28	X	X						X		Ĥ	Ĥ	Ť	Ť	Ť	Ĥ	Ë	H		H	Н	Н	П		П	Н	П	П	П	Н	П	4	4	8
27	Х			X					х	х	х	Х	Х	Х	х	х	х	х	Х	х	х	х	Х	Х	х	H	H	H	Н	H	14	11	25
26	X	X	X			X				Ħ	Ħ				Ħ	Ë	Ť	Ë	Ħ	Ħ	Ħ	Ħ	Ħ	Ħ	Ħ	H	H	H	Н	Н	4	5	9
25		X							X	Х	Х	Х	Х	Х	Х	х	х	Х	х	П	П	П	Ħ		П	П	П	П	П	Ħ	12	7	19
24	Х			X		Ħ	Ħ	Ť	Ť	f	Ħ	i	i	i	Ħ	Ť	Ť	Ħ	Ħ	П	П	П			П	П	П	П	П		0	5	5
23	Х			Х	Х	Х	х	Х	Х	Х	Х	П	П	П	П		T	Т	П	П	П	П	П	П	П	П	П	П	П	П	5	6	11
22	Х	Х						Ī	Ī								Ī														2	0	2
21			Х	Х	Х	Х	х	х		П	П				П				П	П	П	П			П	П	П	П	П		4	4	8
20	х	Х	Х							П	П				П				П			П			П	П	П	П	П		3	1	4
19																															0	0	0
18				L	L	L												L													0	0	0
17																															0	0	0
16																															0	0	0
15																															0	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

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

ROAD CONDITION: FAIR

	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	<u>23 - 32</u> 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.

FOR ROADWAY: HARVESTON DRIVE

FUR	ROADWAY: HARVESTON DRIVE			
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 56	┡╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃╃ ┩	0	0	0
56 55	┞┞╏╏╏	0	0	0
55 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	1	1
38	<u> </u>	1	1	2
37 36	XX XX	0	2	2
35		2	1	3
34		1	2	3
33		1	0	1
32		2	4	6
31	XXXXXXX	5	2	7
30		6	3	9
29	XXXXXX	4	2	6
28	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	4	7	11
27	XXXXX	3	2	5
26		1	10	11
25	XXXXXXXXXX	9	2	11
24	XXXXXXXXX	3	6	9
23		5	4	9
22		9	3	12

LIMITS (BTN): LAKEVIEW RD AND HARVESTON SCHOOL RD

OBSERVATION POINT: NEWPORT RD/HARVESTON DR

POSTED SPEED LIMIT: 30 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: PARTLY SUNN'

ROAD SURFACE: DRY

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

ROAD CONDITION: FAIR

31			
J1	32	32	M.P.H.
25	26	26	M.P.H.
21	23	22	M.P.H.
22 - 31	23 - 32	22 - 31	M.P.H.
71%	75%	72%	
12%	14%	16%	
17%	11%	12%	
26	28	27	M.P.H.
22	22	22	
5	5	5	M.P.H.
0.32	0.39	0.18	
0.56	0.63	0.42	M.P.H.
	25 21 22 - 31 71% 12% 17% 26 22 5	25 26 21 23 22 - 31 23 - 32 71% 75% 12% 14% 17% 11% 26 28 22 22 5 5 0.32 0.39	25 26 21 23 22 - 31 23 - 32 21 - 31 23 - 32 22 - 31 72% 12% 14% 16% 17% 11% 12% 26 28 27 22 22 22 5 5 5 0.32 0.39 0.18

FOR ROADWAY: LA PAZ STREET

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SPEED												Т	О.	ТΑ	L,	VE	ΕН	IC	LE	s	sι	JR	VE	ΞY	ΕC)							TOTAL	
(MPH)									NC	DR	Tŀ	ΗВ	OI	J١	ID	+S	О	UΊ	ГΗΙ	ВС	U	NE)								NB	SB	VEHICLE	s
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64	Ш	1	1	l	Ц																									Щ	0	0	0	_
63	Ш	1	1	l	Ц																									Щ	0	0	0	_
62	Ш	l	L																											Ш	0	0	0	
61	Ш	l	L																											Ш	0	0	0	
60	Ш	l	L																											Ш	0	0	0	
59	Ш	l	L																											Ш	0	0	0	
58	Ш	1	1	l	Ц																									Щ	0	0	0	_
57	Ш	1	╙		4																									Ш	0	0	0	_
56	Щ	1	Ļ	1	4	_						L					L		L	L	Ш	Ш			L	L		L	Ш	Ш	0	0	0	
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54	Щ	1	Ļ	1	4	_						L					L		L	L	Ш	Ш			L	L		L	Ш	Ш	0	0	0	
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52	Щ	1	Ļ	1	4	_						L					L		L	L	Ш	Ш			L	L		L	Ш	Ш	0	0	0	
51	Щ	1	Ļ	1	4	_						L					L		L	L	Ш	Ш			L	L		L	Ш	Ш	0	0	0	
50	Щ	1	Ļ	1	4	_						L					L		L	L	Ш	Ш			L	L		L	Ш	Ш	0	0	0	
49	Щ	1	ļ	ļ	4	_													L											Ц	0	0	0	
48	Щ	1	ļ	ļ	4	_													L											Ц	0	0	0	
47	Щ	4	ļ	1	4	4						L					L	L	L	L	Ш	Ш			L	L		L	Ш	Ц	0	0	0	_
46	Щ	4	ļ	1	4	4						L						L	L		Ш	Ш				L		L	Ш	Ц	0	0	0	_
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41	X)	_	ļ	4	4	4						L					L	L	L	L	Ш	Ш			L	L		L	Ш	Ц	1	1	2	_
40			()		X	4						L					L	L	L	L	Ш	Ш			L	L		L	Ш	Ц	3	2	5	_
39	X)			_	4	_		_				L					L	L	L	L	Ш	Ш			L	L		L	Ш	Щ	1	3	4	_
38	X)							Х	_	_	_	L	_	_			L	L	L	L	Ш	Ш			L	L		L	Ш	Щ	5	3	8	_
37		()				X	Х	Х	Х	Х	Х	Х	X	Х			L	L	L	L	Ш	Ш			L	L		L	Ш	Щ	5	9	14	_
36	X)	_				X					Ļ	L	Ļ	Ļ	Ļ	Ļ	L	Ļ	Ł	L	Н	Н			L	L	L	L	Н	Н	5	5	10	_
35	X)					X	X		X		X	Х		X			X	Х		L	Ļ	Ш			L	L	L	L	Ш	Н	10	8	18	4
34	X)						X		X	X	X		X	X		X				Х	X	Ļ	_	_	L	L	L	L	Ш	Н	12	9	21	4
33	X)	_	_				X	X	X	X	X		X			X	X					X	Х	Х	L	L	H	L	Н	Н	14	10	24	4
32	X)				X	X	X	X	X	X	X	X	X	X		X	X		X	X	X						_		Н	Н	10	11	21	4
31	X)						X	X	X	X	X		X	X		X					X	X	X	X			_		Н	Н	14	10	24	4
30	X)			_			X		X	X	X				X	Х	Х	Х	X	Х	Н	Н	H	H	L	┡	H	┡	Н	Н	10	10	20	-
29	XX				X	X	Ž	X	X		X	Х	X	X	┡	H	L	L	Ͱ	L	Н	Н	┡	┡	L	H	H	H	Н	Н	5	9	14	\dashv
28	X)				X X	X X	X	X	X	Х	Х	H	H	H	H	H	H	H	Ͱ	H	H	H	H	H	H	H	H	H	H	H	4	7	11	\dashv
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23 22	H	+	╀	+	+	4	Н	H	H	H	H	Ͱ	H	H	H	H	H	┝	Ͱ	H	Н	Н	H	H	H	Ͱ	H	Ͱ	Н	Н	0	0	0	\dashv
22	H	+	╁	+	+	4	Н	H	H	H	H	┝	H	H	H	H	┝	H	۰	┝	Н	Н	H	H	┝	┝	H	┝	Н	Н	0	0	0	\dashv
21 20	H	+	╁	+	+	4	Н	H	H	H	H	┝	H	H	H	H	┝	H	۰	┝	Н	Н	H	H	┝	┝	H	┝	Н	Н	0	0	0	\dashv
20 19	H	+	╁	+	+	+	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Н	0	0	0	\dashv
19 18	H	+	╁	+	+	4	Н	H	H	H	H	┝	H	H	H	H	┝	H	۰	┝	Н	Н	H	H	┝	┝	H	┝	Н	Н	0	0	0	\dashv
17	H	+	╁	+	+	+	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Н	0	0	0	\dashv
16	H	+	╁	+	+	\dashv	Н	H	H	H	H	H	H	H	H	H	H	H	Ͱ	H	Н	Н	H	H	H	H	H	H	Н	Н	0	0	0	\dashv
15	H	+	╁	+	┪	+	۲	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Н	0	0	0	\dashv
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																															114	102	216	

LIMITS (BTN): TEMECULA PKWY AND YNEZ RD

DATE: 07/15/21 **DAY**:

OBSERVATION POINT: 44405 LA PAZ ST

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Thursday **TIME PERIOD:** 3:17PM **TO** 3:43PM

ROAD CONDITION: FAIR

	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	<u>28 - 37</u> 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.

FOR ROADWAY: LOMA LINDA ROAD

		_			_	_	_	-	_			_			_	_	_	_	_	_													_
SPEED											Т	0	TΑ	L	VE	ЕН	IC	LE	s	sι	JR	VE	ΞΥ	ΕC)							TOTAL	
(MPH)								E	Α	ST	В	οι	JN	D-	٠V	ľΕ	ST	В	οu	JNI	D									EB	WB	VEHICLES	
65			Ι																										П	0	0	0	1
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57	H	╀	L	L	L	L	L	L	Н	L	Н	L		L	L	L	L	L	L	H	Ш		L	L	L	L	L	Н	Н	0	0	0	4
56	H	╀	╀	┢	L	┢	L	┡	Н	Н	Н	H	H	H	L	H	L	┢	┡	H		H	H	L	L	H	┡	Н	Н	0	0	0	4
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54 53	H	╁	H	H	H	H	H	┢	Н	Н	Н	H	H	H	H	H	H	H	┢	H	Н	H	H	H	H	H	┢	Н	Н	0	0	0	4
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51	Ĥ	╁	H	H	H	H	H	H	Н	Н	Н	H		H	H	H	H	H	H	H	H		H	H	H	H	H	Н	Н	0	0	0	┨
50	H	t	H	H	H	H	H	H	Н	H	Н	H		H	H	H	H	H	H	H	H		H	H	H	H	H	Н	H	0	0	0	1
49	H	t	t	H	H	H	H	H	H	H	H	H		Н	H	H	H	H	H	H	H		Н	H	H	Н	H	H	Н	0	0	0	1
48	х	t	t	r	H	r	H	H	Н	Н	Н			Н	H	Ħ	H	r	H	H	H		Н	H	H	Н	H	Н	H	0	1	1	1
47	Ħ	t	t	t	T	t	T	T	Н	H	Н	Н	Н	Н	T	Ħ	T	t	T	H	Н	Н	Н	T	T	Н	T	Н	Н	0	0	0	1
46	х	t	t	t	l	t	l	Ħ	П	Ħ	П	T		Г	l	T	l	t	Ħ	Ħ	Ħ		Г	l	l	Г	Ħ	П	П	1	0	1	1
45		t	T	T		T			П		П					Ħ		T			П							П	П	0	0	0	1
44	х	T	T		Г		Г			П					Г		Г							Г	Г				П	0	1	1	1
43	XX	(X	X																											2	2	4	1
42	Х																													0	1	1	1
41	XX	(X	X	Х	Х																									0	6	6]
40	XX			Х																										1	5	6]
39	XX			Х	Х	Х	X	Х	X	X	X	X	X	X																7	8	15]
38	XX				Х	Х	Х	Х	Χ																					4	6	10	l
37	XX					Х		Х	Х			X																	Щ	7	6	13	1
36	XX					Х	Х	X												Ш									Ш	7	5	12	1
35	ΧX					Х	Х	X	Χ	X	X	X	Х	Х	L	L		L			Ш								Ц	8	7	15	4
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LIMITS (BTN): PECHANGA PKWY AND VIA DEL CORONADO

DATE: 07/15/21 **DAY**:

OBSERVATION POINT: BEECH ST/LOMA LINDA RD

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Thursday **TIME PERIOD:** 12:13PM **TO** 12:50PM

ROAD CONDITION: FAIR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBO	UND
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.

FOR ROADWAY: MURRIETA HOT SPRINGS ROAD

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

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

ROAD CONDITION: FAIR

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	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	51	44	49 M.P.H	1.
50TH %:	45	40	42 M.P.H	١.
15TH %:	38	36	37 M.P.H	١.
10 MPH PACE:	37 - 46	36 - 45	<u>37 - 46</u> M.P.F	١.
% IN PACE:	60%	76%	66%	
% OVER PACE:	36%	10%	20%	
% UNDER PACE:	4%	14%	14%	
ARITHMETIC MEAN:	45	40	42 M.P.H	١.
SAMPLE VARIANCE:	30	21	31	
STANDARD DEVIATION:	6	5	6 M.P.H	١.
VARIANCE OF THE MEAN:	0.29	0.19	0.14	
STD. ERROR OF THE MEAN:	0.54	0.43	0.38 M.P.H	١.

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

OBSERVATION POINT: CHILDTIME PARKING LOT

POSTED SPEED LIMIT: 45 MPH OBSERVER: **CARLOS**

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

COMMENTS: WEATHER: SUNNY

> **ROAD SURFACE:** DRY

TO 3:53PM

FAIR **ROAD CONDITION:**

RADAR DATA COLLECTION METHOD:

	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	<u>33 - 42</u> 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	<u>0.25</u> M.P.H.

EOD BOADWAY, NICOLAS BOAD

FOR I	₹0	Α	D	W	Α	Y	:	١	IIC	3	Ol	L	45	3	R	0	Α	D	1														
SPEED											т	o.	TΑ	L	VE	ΞН	IC	LE	s	sι	JR	VE	Υ	EC)							TOTAL	Ī
(MPH)								E	Α	ST	В	οι	JN	D-	٠٧	۷E	S1	ГВ	οu	JNI	D									EB	WB	VEHICLES	
65																														0	0	0]
64	Ш		L	L	L	L	L								L	L	L	L												0	0	0	4
63	х	1	Ļ	┡	Ļ	L	Ļ	L	Ш	L	Ш	L	L	L	L	L	Ļ	-	L		Щ	Ц	L	L	Ш	Ш	Щ	Щ	4	1	0	1	4
62	H	╄	Ł	╄	Ł	Ł	Ł		_	H	_	_	_	_	L	Ł	Ł	┡	┡	H	H		H	H	_	_	H	H	_	0	0	0	4
61 60	x x	╀	H	╁	┝	╀	H	H	Н	Н	Н	H	H	H	H	╀	┝	┝	┢	H	Н	Н	H	Н	Н	Н	Н	Н	4	0	2	2	4
59	H	╁	H	t	H	H	H	H	Н	Н	Н	H	H	H	H	H	H	╁	H	H	H	H	Н	Н	Н	Н	H	H	H	0	0	0	1
58	х	t	H	t	t	H	H	H	Н	H	Н	_	_	Н	H	H	t	t	H	H	H		H	H	Н	Н	H	H	-	0	1	1	1
57	Ħ	t	T	t	t	t	T	r	Н	Н	Н	Г	Г	Г	t	t	t	t	t				Н	Н	Н	Н				0	0	0	1
56	Ħ	T	T	T	T	T	T	T		Т					T	T	T	t	Ī				Ī	Т						0	0	0	1
55	х	İ		T	Ī	T	Ī								T	T	Ī	T												0	1	1	٦
54	Х																													0	1	1	1
53	X		Χ	X																										0	5	5	
52	X																													1	1	2	
51	X	_	_	L											L			L												0	3	3	4
50	X)			X											L	L	L	L												2	6	8	4
49	X)			X				Х		Ц				_	L	L	L	Ļ	L	L	Щ		Ш	Ц			Щ	Щ	_	1	8	9	4
48	X)				X	X	Ļ	Ļ	Ļ	L	Ļ	L	L	_	Ļ	L	Ł	┡	┡	H	H	4		H	Н	Н	H	H	4	2	5	7	4
47	XX					X			X	X	X	H	H	H	┡	H	H	╄	┢	H	Н	4	Н	Н	Н	Н	Н	Н	4	3	9	12	4
46 45	X)						X	х	V	х	Х	V	H	H	H	╀	┝	┝	┢	H	Н	Н	H	Н	Н	Н	Н	Н	4	3 5	5 8	8 13	4
45 44	x x					x		X	X		X		Y	х	×	x	t	╁	H	H	H	H	Н	Н	Н	Н	H	H	H	9	8	17	4
43	x)				x		Ŷ	X	X	X	X	X	X	x		X		t	t	H	H	-	Н	Н	Н	Н	H	H	-	9	8	17	┪
42	X				X	x	x	X	X		X	x	x	X	X	x	x	x	t	H	H	Ħ	H	H	Н	Н	H	H	H	10	9	19	1
41	X		X		X	X	Х	X	Х	X	Х	X	X	X			f	۲	Ħ				Н	Н	Н	Н				9	7	16	1
40	X X				х		Х	х									T	t	T		П		П		П	П	П	П	П	10	6	16	1
39	X)		X	X	Х	X	Х	Х	Х		X	Х					Ī													10	4	14	1
38	X			X	Х			Х		X	X	X																		8	5	13	
37	X)			X																										4	1	5	
36	X)			L											L			L												3	0	3	4
35	X)		L	Ļ	L	L	L			Ц				_	L	L	L	Ļ	L	L	Щ		Ш	Ц			Щ	Щ	_	1	2	3	4
34	X)	_	Ļ	Ļ	Ļ	L	Ļ	L	Ш	L	Ш	L	L	L	L	L	Ļ	-	L		Щ	Ц	L	L	Ш	Ш	Щ	Щ	4	2	0	2	
33	X)				H	H	H	H	Н	Н	Н	H	H	H	┡	H	H	╄	┢	H	Н	4	Н	Н	Н	Н	Н	Н	4	2	2	4	4
32 31	X)		ľ	X	H	H	H	H	Н	H	Н	H	H	H	H	H	H	╁	┢	H	H	-	H	H	Н	Н	H	H	4	5 1	0	5 2	4
30	x)		X	╁	H	H	H	-	Н	H	Н	-	-	-	H	H	H	t	H	H	H		H	H	Н	Н	H	H	-	4	0	4	┨
29	ff	Υ	ŕ	H	t	t	Ħ	H	Н	H	Н	Н	Н	Н	H	t	t	t	H	H	H	Ħ	H	H	Н	Н	H	H	H	0	0	0	┪
28	H	T	t	t	t	t	T	Т	H	П	H	T	T	Т	T	t	t	t	Ħ	П	П	Ħ	П	П	H	H	П	П	٦	0	0	0	1
27	П	T	T	T	T	T	Ť	Г	П	П	П	Г	Г	Г	T	T	T	T	Ħ	П	П	T	П	П	П	П	П	П	٦	0	0	0	1
26	◨	I	I	I		I									Γ	I		I												0	0	0]
25	Ш																													0	0	0]
24	Ш		Ľ	L	Ĺ	L	Ĺ		Ĺ		Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	L	Ĺ		L				L		Ĺ	Ĺ				0	0	0	_
23	Щ	L	L	L	L	L	L	L	Ц	Ц	Ц	L	L	L	L	L	L	L	L	L	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	0	0	0	4
22	${oldsymbol{\sqcup}}$	1	L	Ļ	L	L	L	L	Ц	Ц	Ц	L	L	L	L	L	L	L	L	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	Ц	0	0	0	4
21	H	1	Ł	┡	Ł	Ļ	L	L	H	Н	H	L	L	L	L	Ļ	Ł	Ł	L	H	Н	Ц	Н	Н	H	H	Н	Н	Ц	0	0	0	4
20	${f H}$	1	H	╀	H	┡	H	H	Н	Н	Н	H	H	H	H	┡	H	H	H	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	0	0	0	4
19 18	H	╁	H	╄	Ͱ	┡	H	H	Н	H	Н	H	H	H	Ͱ	┡	Ͱ	╄	┝	H	Н	Н	H	H	Н	Н	Н	Н	Н	0	0	0	4
17	H	٠	H	t	H	H	H	H	H	Н	H	H	H	H	H	H	H	╁	H	H	H	H	Н	Н	H	H	H	H	H	0	0	0	┨
16	H	t	H	t	t	t	H	H	H	H	H	H	H	H	H	t	t	H	H	۲	H	H	H	H	H	H	H	H	H	0	0	0	1
15	H	t	f	t	t	t	t	H	H	H	H	Н	Н	Н	t	t	t	t	H	H	H	٦	H	H	H	H	H	H	۲	0	0	0	1
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LIMITS (BTN):

DATE: 07/22/21 **DAY**:

OBSERVATION POINT: VIA VANECIA/NICOLAS RD

POSTED SPEED LIMIT: 45 MPH **OBSERVER: CARLOS**

NORTH GENERAL KEARNY RD AND JOSEPH RD

COMMENTS: WEATHER: SUNNY

> **ROAD SURFACE:** DRY

Thursday **TIME PERIOD:** 2:14PM **TO** 2:38PM

FAIR **ROAD CONDITION:**

RADAR DATA COLLECTION METHOD:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
85TH %:	45	50	49 M.P.H.
50TH %:	41	45	<u>43</u> M.P.H.
15TH %:	36	40	38 M.P.H.
10 MPH PACE:	37 - 46	41 - 50	<u>38 - 47</u> M.P.H.
% IN PACE:	73%	68%	68%
% OVER PACE:	10%	13%	19%
% UNDER PACE:	17%	19%	13%
ARITHMETIC MEAN:	41	45	<u>43</u> 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.

FOR ROADWAY: NICOLAS ROAD

FOR	Κ(<u>رر</u>	Αl	וע	N	<u>A</u>	<u>Y</u> :	:	N	Щ)ز	ال	L/	43	<u> </u>	K	U	A	ט															
SPEED												Т	О.	ТΑ	L,	VE	Н	ıc	LE	s	sι	JR	VE	ΞY	EC)							TOTA	ıL
(MPH)									E	A	ST	В	οι	JN	D٠	٠W	/E	ST	В	οι	JN	D									EB	WB	VEHICL	LES
65	Х					П	П	П	П	П	Π																				1	0	1	
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								Ш	Ш		Ш																				0	0	0	
57								Ш	Ш	Ш	Ш																				0	0	0	
56	Х	X				L	L	Ц	Ш	Ш	Ш																				1	1	2	
55						L	L	Ц	Ш	Ш	Ш																				0	0	0	
54	Х	Х				Ш	Ш	Ш	Ш	Ш	Ш																				1	1	2	
53	X					Ш	Ш	Ш	Ш	Ш	Ш																				0	1	1	
52	X		Х		Х	Х	Ш	Ш	Ш	Ш	Ш																				2	4	6	
51	X		Х			Ш	Ш	Ш	Ш	Ш	Ш																				2	2	4	
50	X		X		X		Ш	Ш	Ш	Ш	Ш																		Ц		0	5	5	
49	X	X						Ш	Ш	Ш	Ш																		Ц		0	7	7	
48	X	X						Х																					Ц		7	5	12	
47	X	X		Х		Χ	Х	Χ	Х	Х		Х		Ш				L	L	L	L				Ш	L	Ш		Ц		4	8	12	
46	X				X	Χ	Χ	Χ	X	X																			Ц		4	7	11	
45	Х	X			X			Χ		X									Х	Х									Ц		8	12	20	
44	Χ	X												Х	X	Х	Х	Х	Х	Х									Ц		8	12	20	_
43	Х					Х	Χ	X	X	X	X		X	X	Х	Х		Х	Х	Х	X	Х	Х	Х	Ш	L	Ш		Ц		9	15	24	_
42	Х	X					Χ	Χ	Х	X					X	X	X												Ц		9	8	17	
41	Х	X												X	Х			L	L	L	L				Ш	L	Ш		Ц		9	6	15	_
40	Χ	Х				Х	Χ	Χ	Χ	X		X	Х	X	L			L	L	L	L					L	Ш		4		9	5	14	_
39	Χ	Х				Χ	Х	Χ	Х	X	X	X		Ш				L	L	L	L				Ш	L	Ш		Ц	4	8	4	12	
38	X	X							X	Н	Н	Ш	L	Н	L			L	L	L	L					L	Н		4		7	2	9	_
37	X	X			X	Χ	Χ	Χ	Н	Н	Н	Н	L	Н	L	_	_	L	L	L	L	_	_	_	H	L	Н		4	_	5	3	8	_
36	X			Х		Н	Н	H	Н	Н	Н		-	Н	-												Н		Н	-	3	1	4	
35	X					Н	Н	H	Н	Н	Н		-	Н	-												Н		Н	-	2	1	3	
34	X	X	Х			Н	Н	H	Н	Н	Н		-	Н	-												Н		Н	-	1	2	3	
33	Х	Х	┡	L	H	H	H	Н	Н	H	Н		H	Н	H	H	H	L	L	L	┡	H	H	H	Н	┡	Н		H	-	2	0	2	
32	Ĥ	H	H	H	H	H	H	Н	Н	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Н	Н	4	0	0	0	\dashv
31	Х	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	Н	H	H	Н	Н	-	0	0	1	\dashv
30 29	H	H	┝	H	H	H	H	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	┝	H	H	H	Н	┝	Н	Н	H	4	0	0	0	\dashv
29 28	H	H	┝	┝	H	H	H	Н	Н	Н	Н	Н	H	Н	H	H	H	┝	┝	┝	┝	H	H	H	Н	┝	Н	Н	H	4				\dashv
28 27	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
26	H	H	H	H	H	Н	Н	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
26 25	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
25	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
24	H	H	H	H	H	Н	Н	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
23	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
22	H	H	H	H	H	Н	Н	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
20	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	-	0	0	0	\dashv
19	H	H	H	H	H	H	H	H	Н	H	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	۲	H	1	0	0	0	\dashv
18	H	H	H	H	H	H	H	H	Н	Н	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	-	0	0	0	\dashv
17	H	H	H	H	H	H	H	Н	Н	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	-	0	0	0	\dashv
16	H	H	H	H	H	H	H	H	Н	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	1	0	0	0	\dashv
15	H	H	H	H	H	H	H	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	1	0	0	0	\dashv
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LIMITS (BTN): JOSEPH RD AND CALLE MEDUSA

OBSERVATION POINT: RIGHT SHOULDER BETWEEN JOSEPH AND CALLE MEDUSA

DATE: 07/22/21 **DAY**:

POSTED SPEED LIMIT: 45 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Thursday **TIME PERIOD**: 2:41PM

TO 3:12PM

ROAD CONDITION: FAIR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOU	ND
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.

FOR ROADWAY: NICOLAS ROAD

SPEED												Т	o.	ГΑ	L,	VE	Н	IC	LE	s	sι	JR	VE	ΞY	EC)							TOTAL
(MPH)									E	Α	ST	В	οι	JN	D٠	٠V	/E	ST	В	วบ	INI	D									EB	WB	VEHICLES
65	Ħ		Г	Г			Π		Π	Г	П		Г		Г	Г	Π	Г	П	Г	П			П	П		П			П	0	0	0
64																															0	0	0
63	X																														0	1	1
62							L		L																				Ш		0	0	0
61							L		L													Ш	Ш						Ш		0	0	0
60				L	L	L	L	L	L			L		L		L	L	L	Ш		Ш			Ш			Ш	L	Ш	Ц	0	0	0
59				L	L	L	L	L	L			L		L		L	L	L	Н		Н	Ш	Ш	Н			Н	L	Н	L	0	0	0
58	H		_	H	L	L	┡	L	┡	_	H	-	_	-	_	H	L	H	Н	_	Н	Н	Н	Н	H		Н	-	Н	L	0	0	0
57 56	Ļ		H	H	L	L	H	L	H	H	Н	H	H	H	H	H	┡	H	Н	H	Н			Н	Н		Н	H	Н	Н	0	0	0
55	X	_	H	H	L	H	H	H	H	H	Н	H	H	H	H	H	H	H	Н	H	Н	H	H	Н	Н	_	Н	H	Н	H	0	1	1
55 54	x	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	┢	H	Н	H	Н	Н	Н	Н	H	Н	Н	H	Н	Н	0	1	1
53	x	Х		H	H	H	H	H	H		Н	H		H		H	H	H	Н		Н	H	H	Н	Н	_	Н	H	Н	Н	1	1	2
52	X		x	x	x	x	х	x	H		H	H		H		H	H	H	Н		Н	H	H	Н	H	Н	Н	H	Н	Н	2	6	8
51	x	X	Ĥ	Ĥ	Ĥ	Ĥ	f	Ĥ	H		Н	H		H		Н	H	Н	H		H	H	H	H	Н		H	H	Н	H	2	0	2
50			x	х	х	x	x	H	Ħ		Н					Н	H	Н	Н		Н	H	H	Н	Н		Н		Н	Н	3	4	7
49	X				X			х	t		H					Н	H	Н	H		H	H	H	H	H		H			H	4	4	8
48	Х	Х	X	_	_						П	T		T		Г	Ħ	Г	П		П	Ħ	Ħ	П	П		П	T		H	3	5	8
47	х	_	_	_	_		_	_	Х	х	х	Х	х	Х	х	Х	х	Х	Х	х	х	Х	Х	х	х	Х	П		П	Ħ	13	13	26
46	Х	Χ	х					х	Х	Х	Х	Х	Х	Х											П					П	6	8	14
45	Х	Х	Х					Х							Х	Х	х	Х	Х	Х	Х	Х			П						12	10	22
44	Х	X	X	Х	Х	Х	Х	Х	Х	Х			Х		Х	Х					Х	X	X	Х							12	12	24
43	X	X	Х	X	Х	Х	Х	Х			X																				6	5	11
42	X	X	X	X					Х																						5	6	11
41	X		X						Х	X	X	X	X	X	X	X	Х	X	X												10	9	19
40	X	X	X																												4	4	8
39	Х		X																												6	3	9
38	Х		X			Х	Х	Х	Х																					Ш	7	2	9
37	Х	X	X	Х	Х	L	L	L	L			L		L		_		_				Ш	Ш					L		Ц	2	3	5
36			X	Х	L	L	Ļ	L	Ļ	L	Н	L	L	L	L	L	L	L	Ш	L	Ш	L	L	Ш	L		Ш	L	Н	L	2	2	4
35	X	X	_	H	L	L	Ł	L	Ł	_	H	L	_	L	_	H	L	H	Н	_	Н	Н	Н	Н	H		Н	L	Н	Ц	2	0	2
34	X	X	H	H	L	L	H	L	H	H	Н	H	H	H	H	H	┡	H	Н	H	Н			Н	Н		Н	H	Н	Н	1	1	2
33		~	v	V	Ļ	H	┢	H	┢	H	H	-	H	-	H	H	H	H	Н	H	Н	H	H	Н	H	_	Н	-	Н	H	1	0	1 5
32 31	^	^	^	^	Х	H	H	H	H	H	Н	H	H	H	H	H	┢	H	Н	H	Н	Н	Н	Н	Н	Н	Н	H	Н	Н	3 0	0	0
30	Н	_	H	Н	H	H	H	H	H	H	Н	H	H	H	H	Н	H	Н	Н	H	Н	H	H	Н	Н	_	Н	H	Н	Н	0	0	0
29	Н	Н	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Н	H	Н	H	H	Н	H	Н	Н	H	Н	Н	0	0	0
28	Н			Н	H	H	H	H	H		Н	H		H		Н	H	Н	H		H	H	H	H	Н		H	H	Н	H	0	0	0
27	H	H	H	H	H	H	t	H	t	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	0	0	0
26	П	Ħ	H	H	T	T	t	T	t	H	H	Н	H	Н	H	H	Т	H	H	H	H	П	П	H	H	Ħ	H	Н	H	Ħ	0	0	0
25				Г	l	l	T	l	T		П	T		T		Г	Ħ	Г	П		П	Ħ	Ħ	П	П		П	T		H	0	0	0
24							Ħ		Ħ		П								П		П	П	П	П	П		П		П	Ħ	0	0	0
23					Г	Г		Г			П														П					П	0	0	0
22																															0	0	0
21							Ι		Ι								L														0	0	0
20																															0	0	0
19																															0	0	0
18			Ĺ	Ĺ			Ĺ		Ĺ	Ĺ	I		Ĺ		Ĺ	Ĺ		Ĺ	I	Ĺ	I			I	I		I				0	0	0
17	Ĺ		Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	Ĺ		Ĺ		Ĺ	Ĺ		Ĺ	Ĺ	Ĺ	Ĺ			Ĺ	Ĺ		Ĺ			Ĺ	0	0	0
16	L	Ц	L	L	L	L	L	L	L	L	Ц	L	L	L	L	L	L	L	Ц	L	Ц	Ц	Ц	Ц	Ц	Ц	Ц	L	Ц	Ц	0	0	0
15	L						L		L																					L	0	0	0
																															107	104	211

LIMITS (BTN): CALLE MEDUSA AND CALLE GIRASOL

OBSERVATION POINT: RIGHT SHOULDER CALLE MEDUSA AND CALLE GIRASOL

DATE: 07/22/21 **DAY**:

POSTED SPEED LIMIT: 45 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Thursday **TIME PERIOD:** 3:16PM

TO 4:00PM

ROAD CONDITION: FAIR

	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	<u>38 - 47</u> 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.

FOR ROADWAY: NORTH GENERAL KEARNY ROAD

CDEED	Ī							_				`							_		<u> </u>					_	_						TOTAL
SPEED (MPH)									-	ΞA	ST	_	_	_	_	_	_	_	B	_	_	_	VE	: Y I	EL	_					ЕВ	WB	VEHICLES
65	H	Г	Γ	Γ	Г	Г	Г	Π	I	Г	П	П	П	П		Г	Г	Г	П	П		1			П	П	Г	Г		П	0	0	0
64	H	Н	H		Ħ	Ħ	Ħ	t	t	H	Н	H	H	H			H		Н	H	H				Н	H			Н	Н	0	0	0
63	F		T	T	Ħ	Ħ	Ħ	t	t	r	П	П	П	П			r		П	П	П				H	П			П	П	0	0	0
62	H	Г	l	Ī	T	T	T	Ħ	t	Ħ	П	Ħ	Ħ	Ħ	T		Ħ		П						Ħ	Ħ					0	0	0
61			T	T	Ħ	Ħ	Ħ	T	t	T	П	П	П	П			T		П	П	П				П	П					0	0	0
60			T	T	Ħ	Ħ	Ħ	T	t	T	П	П	П	П			T		П	П	П				П	П					0	0	0
59					Ħ	Ħ	Ħ	T	t		П	П	П	П					П	П	П					П			П		0	0	0
58					Ħ	Ħ	Ħ	T	t		П	П	П	П					П	П	П					П			П		0	0	0
57				Г	Ī	Ī	Ī	T	Ī	Ī							Ī														0	0	0
56									Ī																						0	0	0
55																															0	0	0
54																															0	0	0
53									Ī																						0	0	0
52									Ī																						0	0	0
51									Ī																						0	0	0
50	Х								Ī																						1	0	1
49	Х		Х						Ī																						3	0	3
48	Х	X	Х																												2	1	3
47	Х	Х							Ī																						2	0	2
46	Х	X																													3	0	3
45	Х	Х	Х	Х	Х	Х	Х	Х	Х																						9	0	9
44	Х	Х	Х	Х	Х	Х			Ī																						5	1	6
43	Х	X	Х	Х	Х			Х	Х	Х	Х	X	X	X	X	Х	Х														10	7	17
42	Х	Х	Х				Х				Х																				5	6	11
41	Х	Х	Х	Х	Х	Х	Х	Х	X	Х	X	Χ	X	X	Х	Х															7	9	16
40	Х	Х	Х	Х	Х			Х																							6	4	10
39	Х	X	Х	Х			Х	Х	X	Х	Х	Х	Х																		8	5	13
38	X	X	Х	Х							X	X	X	X	X																7	8	15
37	X	X	Х	Х			Х	Х	Χ	Х	X	X	X	X	X	Х															5	11	16
36	X	X	Х	Х	Х			Х	Χ		X	X	X	X	X	Х	Х	Х	X	X											7	13	20
35	Х	Х	Х	Х																											4	6	10
34	X	Х			Х	Х	Х	Х	X	Х	Х	Х	Х	Х	Х	Х	Х	Х	X												9	10	19
33	X	X			Х	Х	Х	Х	Χ	Χ	Χ																				2	9	11
32	X	X				Х	Х	Х	X	X	X	X																			6	6	12
31	Χ	X	Х	Х	Х			L																							2	3	5
30	Χ	Х	Х	Х				L																							1	3	4
29	X	X	L	L				L	L																						0	2	2
28	Х		L		L	L	L	L	L	L	Ш						L		Ш	Ш	Ш										0	1	1
27	L		L		L	L	L	L	L	L	Ш						L		Ш	Ш	Ш										0	0	0
26	L		L		L	L	L	L	L	L	Ш						L		Ш	Ш	Ш										0	0	0
25	L		L		L	L	L	L	L	L	Ш						L		Ш	Ш	Ш										0	0	0
24	L				L	L	L	L	L			Ш	Ш	Ш						Ш	Ш					Ш			Ш		0	0	0
23	L			L	L	L	L	L	L	L	Ш						L		Ш	Щ	Щ				Ш				Щ		0	0	0
22	L	L	L	L	L	L	L	L	L	L	Ц	Ц	Ц	Ц	L	L	L	L	Ц	Ц	Ц	4	Ц	Ц	Ц	Ц	L	L	Щ	Ц	0	0	0
21	L			L	L	L	L	L	L	L	Ш						L		Ш	Щ	Щ				Ш				Щ		0	0	0
20	L	L	L	L	L	L	L	L	L	L	H	Ц	Ц	Ц	L	L	L	L	Ц	Щ	Щ	4	Ц	Ц	Ц	Ц	L	L	Ц	Ц	0	0	0
19	L			L	L	L	L	L	L	L	Ш						L		Ш	Щ	Щ				Ш				Щ		0	0	0
18	L	L	L	L	L	L	L	L	L	L	Н	Ц	Ц	Ц	L	L	L	L	Ц	Щ	Щ	4	Ц	Ц	Ц	Ц	L	L	Ц	Ц	0	0	0
17	L	L	L	L	L	L	L	L	L	L	Н	Ц	Ц	Ц	L	L	L	L	Н	Ц	Ц	4	Ц	Ц	H	Ц	L	L	Ц	Ц	0	0	0
16	H	H	L	L	L	L	L	Ł	L	L	H	Н	Н	Н	L	H	L	H	H	Н	Н	4	Ц	Ц	Н	Н	H	H	Н	Щ	0	0	0
15		L	L	L	<u>L</u>	<u>L</u>	<u>L</u>	L	L			L	L	L	L	<u> </u>		<u> </u>	Ц						L	L	<u> </u>	<u> </u>		Ц	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

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

ROAD CONDITION: FAIR

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

FOR ROADWAY: OLD TOWN FRONT STREET

SPEED TOTAL VEHICLES SURVEYED			TOTAL
(MPH) 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 XX	2	0	2
49	0	0	0
48 XXXX	3	1	4
47 XXXXX	4	1	5
46 XXXXX	3	2	5
45 XX	2	0	2
44	1	4	5
43 XXXXXXXXXX	3	5	8
42	8	3	11
41 XXXXXXXXXXXXXXX	8	5	13
40 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	12	4	16
39 XXXXXXXXXXXXXXXX	8	5	13
38 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	9	9	18
37 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	12	4	16
36 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	10	12	22
35 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	7	11	18
34 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	8	6	14
33 XXXXXXXXXXXXX	4	8	12
32 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	4	9	13
31 XXXXXXXXXXXXX	0	12	12
30 XXXXXXXXX	1	7	8
29	1	8	9
28 XX	1	1	2
27	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

TEMECULA PKWY AND SANTIAGO RD

DATE: 07/20/21 **DAY:**

OBSERVATION POINT: 28780 OLD TOWN FRONT ST

LIMITS (BTN):

POSTED SPEED LIMIT: 40 MPH OBSERVER: CARLOS

Tuesday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 9:00AM

TO 9:28AM

ROAD CONDITION: FAIR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTH	BOUND
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.

FOR ROADWAY: OVERLAND DRIVE

SPEED (MPH) 65 64		1									Т	от	'AI	L١	/E	н	CI	E	S	SI.	ıD'	VE	Υ:	ED)							TOTAL	
65		1																			"												
65		Т						Е	Α	ST	В	วบ	NI	D+	w	_	_	_	_	_	_									EB	WB	VEHICLES	
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04		t	t	t	Ħ	T	H	Н	H	T	7	1	1	7	Ħ			H	H				П	П	П	Н	Н	H	Ħ	0	0	0	1
63		T	T	T	Ħ			П	П	T	1	1	1	1				П	П					П		П	П	П		0	0	0	1
62		T	T	T	Ī					T		T	T																	0	0	0	1
61											1	1	1	1																0	0	0	1
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57																														0	0	0	
56		L	L	L																										0	0	0	1
55		L	L	L																										0	0	0	1
54		L	L	L			Ш																					Ш		0	0	0	1
53		L	L	L	L				Ш		4			4				Ш	Ш					Ш				Ш	Ц	0	0	0	4
52	L	Ļ	Ļ	Ļ	L	L	L	Ш	Щ		4	4	4	4				Щ	Щ					Ш		Ш	Ш	Ш		0	0	0	4
51	L	Ļ	Ļ	Ļ	L	L	H	Н	Н	4	4	_	_	4	4			Н	Н					Н		Н	Н	Н	Ц	0	0	0	4
50	_	Ł	Ł	Ł	Ł	L	H	Н	Н	4	4	4	4	4	4			Н	Н					Н		Н	Н	Н	Ц	0	0	0	4
49	_	Ł	Ł	Ł	Ł	L	H	Н	Н	4	4	4	4	4	4			Н	Н					Н		Н	Н	Н	Ц	0	0	0	4
48	-	Ł	Ł	Ł	┢	H	H	Н	Н	\dashv	4	4	4	4	4			Н	Н				_	Н	_	Н	Н	Н	H	0	0	0	1
47	-	H	H	H	H	H	H	Н	H	4	4	+	+	4	4	-	H	H	H	H	H	H	Н	Н	Н	Н	Н	Н	H	0	0	0	1
46 45	-	H	H	H	H	H	H	Н	H	+	+	+	+	+	4	-	-	H	H	-	-	-	_	Н	_	Н	Н	H	H	0	0	0	1
45 44 X	-	H	H	H	H	H	H	Н	H	H	4	+	+	4	+	+	H	H	H	H	H	H	Н	Н	Н	Н	Н	Н	H	0	1	1	1
43	-	t	t	t	H	H	H	Н	H	H	1	+	+	1	4	+	-	H	H	-	-	-	_	Н	_	Н	Н	Н	H	0	0	0	1
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41		T	T	T	Ħ			П	П	T	1	1	1	1				П	П					П		П	П	П		0	0	0	1
40 X		T	T	T	Ī					T		T	T																	0	1	1	1
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38 X																														1	0	1]
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	Х	-	T	T	T						1	T	T	1														П		1	1	2	1
21 X	Х	Х	T																											1	2	3	1
20 X		Γ	Γ	Γ																										0	1	1	1
19																														0	0	0]
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16	Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	Ĺ	Ц		Ц	J	Ţ	Ţ	J										Ц		Ц	Ц	Ц		0	0	0	1
15																														0	0	0	1
																														108	106	214	

LIMITS (BTN): ENTERPRISE CIRCLE AND JEFFERSON AVE

DATE: 07/20/21 **DAY:**

OBSERVATION POINT: TEMECULA MONTESSORI PARKING LOT

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

Tuesday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 1:50PM TO 2:17PM

ROAD CONDITION: FAIR

	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	<u>23 - 32</u> 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.

FOR ROADWAY: OVERLAND DRIVE

LIMITS (BTN): JEFFERSON AVE AND YNEZ RD

DATE: 07/20/21

OBSERVATION POINT: 15 FREEWAY OVERPASS

POSTED SPEED LIMIT: MPH **OBSERVER: CARLOS**

DAY:

Tuesday

SUNNY COMMENTS: WEATHER:

> **ROAD SURFACE:** DRY

TIME PERIOD: 2:30PM

TO 2:55PM

ROAD CONDITION: FAIR

RADAR DATA COLLECTION METHOD:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOU	ND
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.

FOR ROADWAY: OVERLAND DRIVE

SPEED												т	О.	ГΑ	L	VE	Н	ıc	LE	s	sι	JR'	VE	Υ	EC)							TOTAL
(MPH)									Е	Α	ST	В	οι	JN	D٠	٠V	/E	ST	В	วบ	INI	ס									EB	WB	VEHICLES
65																															0	0	0
64																															0	0	0
63																															0	0	0
62																															0	0	0
61																									Ш						0	0	0
60																			Ш						Щ				Ш		0	0	0
59	Ш							Ш		Ш		Ш	Ш	Ш											Ц		Ш		Ш		0	0	0
58	Ш			L	Ш	Ш	Ш		Ш	Щ	Ц				L	L	L	L	L	Ш	Ш				Щ		Ш	L	Ш		0	0	0
57			Н	L	Н	Н	Н		Н	H	4				L	_	-	-	H	Н	Н	Н	Н		Н			L	Н		0	0	0
56	Н		Н	H	Н	Н	Н		Н	Н	Н				H	H	L	L	H	Н	Н	Н	Н		Н		Н	H	Н	_	0	0	0
55 54	Н		Н	H	Н	Н	Н		Н	Н	Н				H	H	L	L	H	Н	Н	Н	Н		Н		Н	H	Н	_	0	0	0
54 53	Н	_		-	Н	Н	Н	H	Н	Н	4	H	H	H	-	H	H	H	H	Н	Н			_	Н	_	Н	-	Н	_	0	0	0
53 52	Н	Н	H	H	Н	Н	Н	Н	Н	H	H	Н	Н	Н	H	H	H	H	H	Н	Н	H	H	Н	Н	Н	Н	H	H	-	0	0	0
52 51	Н	_		H	Н	Н	Н	H	Н	Н	Н	H	H	H	H	Н	H	H	H	Н	Н			_	Н	_	Н	H	Н	-	0	0	0
50	Н	_		H	Н	Н	Н	H	Н	H	H	H	H	H	H	H	H	H	H	Н	Н			_	Н	_	Н	H	Н	-	0	0	0
49	Н	Н	H	H	Н	Н	Н	H	Н	Н	H	H	H	H	H	H	H	H	H	Н	Н	H	H	Н	Н	Н	Н	H	Н		0	0	0
48	Н			H	H	H	H	H	H	H		H	H	H	H	Н	H	H	H	H	H				H		Н	H	H		0	0	0
47	Н				Н	Н	Н	H	Н	H	Ħ	H	H	H		Н	H	H	H	Н	Н				H		Н		H		0	0	0
46	Х	П		Н	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	Н	Н	T	T	H	Н	Н			П	Н	П	Н	Н	Н		0	1	1
45		Х		T	П	П	П	Ħ	П			Ħ	Ħ	Ħ	T	Г	l	l	Ħ	П	П				Ħ			T	П		0	2	2
44	х				П	П	П	П	П	П		П	П	П						П	П						П		П		0	1	1
43																	Г	Г							П						0	0	0
42	Х	Χ	X	Х	Х																										0	5	5
41	Х	Χ	X	X	Х	Х																									0	6	6
40			X	Х																											0	5	5
39	X	X	X	X	X		X			X																					1	9	10
38										X	X	X	X																		3	10	13
37		X				X	X						X	X	X	X	Х	Х	Х												4	15	19
36					Χ			X				X													Ш						1	11	12
35				X		X		X				X							Ш						Щ				Ш		0	12	12
34		X		_		Χ	X	X				X	X	Х	X										Ц		Ш		Ш		5	10	15
33				X	X			Χ					Χ		L	L	L	L	L	Ш	Ш				Щ		Ш	L	Ш		6	8	14
32		X		X			X	X	X		X		X		X	Х	L	L	H	Н	Н				Щ		Н	L	Н		9	7	16
31		X		_		X	X	X				X	X	X	X	H	L	L	H	Н	Н				Н		Н	L	Н		10	5	15
30					X	X	X	X				X	L	L	L	H	L	L	H	Н	Н	Н	Н		Н		Н	H	Н	_	12	0	12
29 28		X		X		X		X	X		X	X	Х	_	Х	H	H	H	H	Н	Н			_	Н	_	Н	-	Н	_	15 12	0	15 12
28 27								X				X	Х	Х	х	H	H	H	H	Н	Н	H	H	Н	Н	Н	Н	H	H	-	15	0	15
26		X				^ X	x	X		4	^	-	-	-	ŕ	Н	H	H	H	Н	Н			_	Н	_	Н	H	Н	-	9	0	9
25		x	^	^	Ĥ	Ĥ	Ĥ	ŕ	Ĥ	H	H	H	H	H	H	H	H	H	H	Н	Н			_	Н	_	Н	H	Н	-	2	0	2
24	X	^	H	H	Н	Н	Н	H	Н	Н	H	H	H	H	H	H	H	H	H	Н	Н	H	H	Н	Н	Н	Н	H	Н		1	0	1
23		Х	-	H	Н	Н	Н	Н	Н	H	H	Н	Н	Н	H	Н	H	H	H	Н	Н	-	-	_	H	_	Н	H	H		2	0	2
22	Ĥ	^	Ħ	H	Н	Н	Н	H	Н	H	Н	H	H	H	H	Н	H	H	H	Н	Н	Ħ	Ħ		H		Н	H	Н		0	0	0
21	H		Ħ		H	H	H	H	H	H	H	H	H	H		H	H	H	H	H	H	Ħ	Ħ		H		H		H		0	0	0
20	H	Ħ	Ħ	Н	H	H	H	П	H	П	H	П	П	П	Н	H	T	T	Ħ	H	H	Ħ	Ħ	Ħ	П	Ħ	H	Н	H		0	0	0
19	П		٦		П	П	П	П	П	П	П	П	П	П		Т	T	T	П	П	П	٦	٦		П		П		П	T	0	0	0
18	П	П	П		П	П	П	П	П	П	П	П	П	П		Г	Г	Г	П	П	П	П	П	П	П	П	П		П	٦	0	0	0
17	П				П	П	П	П	П	П		П	П	П					П	П	П				П		П				0	0	0
16	П		П		П	П	П	П	П	П	П	П	П	П		Г				П	П	П	П		П		П		П		0	0	0
15																															0	0	0
																															107	107	214

LIMITS (BTN): YNEZ RD AND MARGARITA RD

OBSERVATION POINT: OVERLAND CORPORATE CENTER PARKING LOT

DATE: 07/20/21 **DAY**:

POSTED SPEED LIMIT: 40 MPH OBSERVER: CARLOS

Tuesday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 3:06PM

TO 3:31PM

ROAD CONDITION: FAIR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	33	40	38 M.P.H.	
50TH %:	29	37	33M.P.H.	
15TH %:	27	33	<u>28</u> M.P.H.	
10 MPH PACE:	25 - 34	32 - 41	<u>29 - 38</u> M.P.H.	
% IN PACE:	89%	87%	67%	
% OVER PACE:	8%	8%	14%	
% UNDER PACE:	3%	5%	19%	
ARITHMETIC MEAN:	30	37	<u>33</u> 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.	

FOR ROADWAY: RAINBOW CANYON ROAD

SPEED												т	o	ГΑ	L,	VE	Н	IC	LE	s	sι	IR	VE	Υ	EC)							TOTAL
(MPH)									NC	R	Tŀ	ΙB	Οl	JN	D.	+S	0	UΊ	Н	вс	U	NE)								NB	SB	VEHICLES
65	П																														0	0	0
64																															0	0	0
63																															0	0	0
62																															0	0	0
61											Ш																				0	0	0
60	Ш										Щ							L												Щ	0	0	0
59	Ш		Ш	Ш							Ц		Ш		Ш				L				Ш				Ш	Ш	Ш	Ц	0	0	0
58	Ш		Ш	Ш							Ц		Ш		Ш				L				Ш				Ш	Ш	Ш	Ц	0	0	0
57	Ш							L	L	Ш	Щ		Щ			L	L	L	Ļ		Ш								Ш	Щ	0	0	0
56	Н		Ш	Ш				L	L	Н	Щ		Н		Ш	L	L	L	L		Н		Ш				Ш	Ш	Н	Щ	0	0	0
55	Н		Н	Н	_	_	_	L	L	Н	Н		Н		Н	L	L	-	┡	_	Н		Н		H		Н	Н	Н	Н	0	0	0
54	Н									Н	Н		Н			-		L	┡		Н								Н	Н	0	0	0
53	Н				H	H	H	┡	┡	Н	Н	Н	Н			H	┡	L	┢	H	Н				Н				Н	Н	0	0	0
52	Н				H	H	H	┡	┡	Н	Н	Н	Н			H	┡	L	┢	H	Н				Н				Н	Н	0	0	
51 50	Н				H	H	H	┡	┡	Н	Н	Н	Н			H	┡	L	┢	H	Н				Н				Н	Н	0	0	0
	Н	_	H	H	H	H	H	H	H	Н	Н		Н	_	H	-	H	H	┢	H	Н	_	H	_	H	_	H	H	Н	Н			
49 48	H	Н	Н	Н	H	H	H	┢	┢	Н	Н	H	H	Н	Н	H	┢	-	H	H	Н	Н	Н	Н	H	Н	Н	Н	Н	Н	0	0	0
46 47	Н	_	H	H	H	H	H	H	H	Н	Н		Н	_	H	H	H	H	H	H	Н	_	H	_	Н	_	H	H	Н	H	0	0	0
46	Н	_	H	H				H	H	Н	Н		H	_	H	H	H	H	H		Н	_	H	_	Н	_	H	H	Н	H	0	0	0
45	Н	Н	H	H	H	H	H	H	H	Н	Н	H	Н	Н	H	H	H	-	H		Н	Н	H	Н	H	Н	H	H	Н	H	0	0	0
44	H		H	H				H	H	H	H		H		H	H	H	F	H		H		H		Н		H	H	Н	H	0	0	0
43	Н		H	H	Н	Н	Н	H	H	Н	H		H		H	H	H	H	H	Н	Н		H		H		H	H	Н	H	0	0	0
42	х		H	H				H	H	Н	H		H		H		H		r		Н		H		Н		H	H	Н	Ħ	0	1	1
41	_	Х	Х	Н	Н	Н	Н	T	T	Н	Н		H	П	Н	Н	T	r	t	Н	Н	П	Н	П	Ħ	П	Н	Н	Н	Ħ	2	1	3
40		Х	Х	Ħ				Ħ	Ħ	П	Ħ				Ħ	T	Ħ	Ī	t		П		Ħ		П		Ħ	Ħ		Ħ	0	3	3
39		Х		Х	Х	Х	Х	х	T	П			П		П				T		П		П		П		П	П	П		1	7	8
38		Χ							Х	Х	П							Г							П						5	5	10
37		Χ		Х	Х	Х	Х	Х	Х	Х	Х	X	Х	Χ	Х	Х	х														4	13	17
36	Х	Χ	X	X	Х	Х	Х	Х	Х	Х	X	X																			6	6	12
35		X	X	X	Х	Х	Χ	Х	Х	X	X		X	X	X	Х	Х	Х	Х	Х	X	X	X	X	X	X		X		X	14	16	30
34	X	X		X	X	X	X				X	X				X	Х	Х			X	X	X	X	X	X	X	X	X	Х	18	14	32
33		X		X		Χ	X	Х	Х	X	X	X	X	X	X	X	Χ	X	Х		X										13	8	21
32		X	X	X	X	X	X	X					X	X	X	X	Χ	Х	Х	X											11	9	20
31		X		X	X	X	X				X		X	X																	5	9	14
30		X		X	Χ	X	X	Х	X	Х	X	X																			5	7	12
29		X	X	X	Χ	Χ	X	X	X		X	X																			5	7	12
28		X			X		X			X	Ц	Ц	Щ	Щ	Ц	L	L	L	L	L	Ц	Щ	Ц	Щ	Ц	Щ	Ц	Ц	Ц	Ц	7	3	10
27	X	X	X	X	X	X	X	X	X	Ц	Ц	Ц	Ц	Щ	Ц	L	L	L	L	L	Ц	Щ	Ц	Щ	Ц	Щ	Ц	Ц	Щ	Ц	9	0	9
26	Ц	Ц	Ц	Ц	L	L	L	L	L	Ц	Щ	Ц	Щ	Ц	Ц	L	L	L	L	L	Ц	Ц	Ц	Ц	Н	Ц	Ц	Ц	Ц	Ц	0	0	0
25	Х		Ц	Ц	L	L	L	L	L	Ц	Ц	Ц	Щ		Ц	L	L	L	L	L	Ц		Ц		Н		Ц	Ц	Н	Ц	0	1	1
24	Н	Ц	Ц	Ц	L	L	L	L	L	Н	Н	Ц	Ц	Ц	Ц	L	L	L	┡	L	Н	Ц	Ц	Ц	Н	Ц	Ц	Ц	Н	Н	0	0	0
23	Н	Ц	Ц	Ц	L	L	L	L	L	Н	Н	Ц	Н	Ц	Ц	L	L	L	┡	L	Н	Ц	Ц	Ц	Н	Ц	Ц	Ц	Н	Н	0	0	0
22	Н		H	H	H	H	H	L	L	Н	Н	Ц	Ц		H	L	L	L	┡	H	Н		H		H		H	H	Н	Н	0	0	0
21	H	Н	H	H	H	H	H	L	L	Н	Н	Н	H	Н	H	L	L	-	Ͱ	H	Н	Н	H	Н	Н	Н	H	H	Н	Н	0	0	0
20	Н	Н	Н	Н	⊢	⊢	⊢	H	H	Н	Н	Н	Н	Н	Н	┝	H	H	┝	⊢	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	0	0	0
19 18	Н	Н	Н	Н	⊢	⊢	⊢	H	H	Н	Н	Н	Н	Н	Н	┝	H	H	┝	⊢	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	0	0	0
18 17	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	0	0	0
16	Н	H	Н	Н	H	H	H	H	H	H	Н	H	Н	H	Н	H	H	H	H	H	H	H	Н	H	H	H	Н	Н	Н	Н	0	0	0
15	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	0	0	0
								_	_								_	_	_												105	110	215

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

DATE: 07/15/21 **DAY:**

OBSERVATION POINT: OPEN SHOULDER

POSTED SPEED LIMIT: 40 MPH OBSERVER: CARLOS

Thursday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 1:45PM

TO 2:23PM

ROAD CONDITION: FAIR

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

FOR ROADWAY: RAINBOW CANYON ROAD

SPEED												Т	0	ГΑ	L,	VE	Н	ıc	LE	s	sι	JR	VE	ΞY	ΈC)							TOTAL	
(MPH)									NC	DR	TH	ΙВ	Οl	JN	D-	ŧS	O	UT	Ή	30	U	NE)								NB	SB	VEHICLES	
65																															0	0	0	
64								L																							0	0	0	l
63								L											Ш								Ш		Ш		0	0	0	l
62								L											Ш								Ш		Ш		0	0	0	l
61								L	Ш																						0	0	0	l
60								L	Ш																						0	0	0	l
59				L	L	L	L	L	L	L	Ш	Ш		Ш				L			Ш		Ш		L				Ш		0	0	0	l
58								L											Ш								Ш		Ш		0	0	0	l
57				L	L	L	L	L	L	L	Ш	Ш		Ш				L			Ш		Ш		L				Ш		0	0	0	l
56				L	L	L	L	L	L	L	Ш	Ш		Ш				L			Ш		Ш		L				Ш		0	0	0	l
55	Х							L	Ш																						0	1	1	l
54								L	Ш																						0	0	0	l
53																															0	0	0	l
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	Х																												2	1	3	
46		X	Х	Х	Х	Х																									1	5	6	
45		Χ	Х	Х																											3	1	4	
44	Х	Χ	Х																												3	0	3	
43	Х	Χ	Х																												4	5	9	
42	Х	X	Х	Х	Х	Х	Х	Х																							4	4	8	
41	Х	X	Х			Х	Х			Х	Х	Х																			3	9	12	
40	X	X	Х	Х	Х	Х	Х	Х	Х	Х		Х	Х	Х	Х	X	Х	Х													5	13	18	
39	Х	X	х			Х					X	X	Х	Х	X	Х	Х	Х	Х	Х	Х	Х	Х	Х							11	13	24	
38		X	Х	х			Х	Х	х		Χ	X	X	Х	X	Х	X	х	Х	X	X	Х									13	9	22	
37	Х	X	х		Х		Х	Х	х	Х	Χ	X	Х	Х	X	Х	Х	х	Х	X	X										14	7	21	
36	X	X	х			Х	Х		Х	Х	X	X	X	Х	Х	Х	х	х		Х		Х									10	12	22	
35	Х	X	х	х	х	х	х	Х	х	х	Х	Х	Х	Х																	9	5	14	
34	Х	X	Х								Χ	Х			Х																8	7	15	
33	Х	Х	х			х	х	Х	х		Х																				8	3	11	
32	Х	Х	Х	Х			х	х		Ī															Ī				П		7	1	8	
31	Х	Х	х		Х	Х	T	T	Г	T	П							T							T				П		3	3	6	
30		Х		х				T	Ī	Ī															Ī				П		6	0	6	
29			Х			Ī	Ī	T	Ī	Ī															Ī				П		3	1	4	
28	X	Х	х		Ī	Ī	Ī	T	Ī	Ī															Ī				П		3	0	3	
27	х	Х			х	Ħ	Ħ	T	Ħ	T	П	П	П		П			T	H	П	П	П	П		Ħ		H		П		5	0	5	
26		Х		T	Ħ	Ħ	Ħ	T	Ħ	T	П	П	П	П	П			T	H	П	П	П	П		Ħ		H		П		2	0	2	
25				T	Ħ	Ħ	Ħ	T	Ħ	T	П	П	П	П	П			T	H	П	П	П	П		Ħ		H		П		0	0	0	
24				T	T	T	T	t	T	T	П	П	П	П	П			T	T	П	П	П	П		T		T		П		0	0	0	
23	П			T	Ħ	Ħ	Ħ	t	T	r	П	П	П	П	П			T	Ħ	П	П	П	П		Ħ		Ħ		П		0	0	0	
22	П		T	r	T	T	T	T	T	T	H	П	П		П	Г	T	r	Ħ	П		П	П	Г	T	Г	Ħ	T	H		0	0	0	ĺ
21	Н		H	t	t	t	t	t	t	T	H	H	H	H	H		H	t	П	H	H	H	H	H	t	H	П	H	H		0	0	0	ĺ
20	Н		H	Г	T	T	T	T	T	T	H	П	Н		Н	Н	H	Г	Ħ	Н		Н	П	H	T	H	Ħ	H	H		0	0	0	I
19	Н	Н	H	t	t	t	t	t	t	t	H	Н	H	H	H	Н	H	t	Ħ	H	H	H	Н	H	t	H	Ħ	H	П	7	0	0	0	ĺ
18	Н		H	t	t	t	t	t	t	T	H	H	H	H	H		H	t	П	H	H	H	H	H	t	H	П	H	H		0	0	0	ĺ
17	Н		H	t	t	t	t	t	t	T	H	H	H	H	H		H	t	П	H	H	H	H	H	t	H	П	H	H		0	0	0	ĺ
16	H		H	H	t	t	t	t	t	H	H	H	H	H	H	H	H	H	Ħ	H	H	H	H	H	t	H	Ħ	H	H		0	0	0	I
15	H		H	H	t	t	t	t	H	H	H	H	H	H	H		H	H	H	H	H	H	H	H	t	H	H	H	H	7	0	0	0	ĺ
					•	•	•	•	•	-									-						•		-				128	101	229	ĺ
																															1 3			J

LIMITS (BTN): TEMECULA CREEK INN AND PECHANGA PKWY

DATE: 07/15/21 **DAY:**

OBSERVATION POINT: RAINBOW CANYON RD/BAYHILL DR

POSTED SPEED LIMIT: 40 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Thursday **TIME PERIOD**: 2:27PM

TO 3:07PM

ROAD CONDITION: FAIR

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

FOR ROADWAY: REDHAWK PARKWAY

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

OBSERVATION POINT: REDHAWK PKWY/VIA CORDOBA POSTED SPEED LIMIT: 45 MPH **OBSERVER:**

COMMENTS: WEATHER: SUNNY DRY **ROAD SURFACE:** FAIR **ROAD CONDITION:**

DATA COLLECTION METHOD:

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

TO 1:43PM

CARLOS

RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	41	41	41 M.P.H.]
50TH %:	37	36	<u>37</u> M.P.H.	
15TH %:	33	33	33 M.P.H.	
10 MPH PACE:	32 - 41	33 - 42	<u>33 - 42</u> 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	<u>0.25</u> M.P.H.	

65 64 63 62 61 60 59 59 58 57 56 55	0 0 0 0 0 0 0 0	SB 0 0 0 0 0 0	0 0 0 0
64 63 62 61 60 59 58 57 56 55	0 0 0 0 0 0	0 0 0 0	0 0 0
63 62 61 60 59 58 57 56 55	0 0 0 0 0	0 0 0	0
62 61 60 59 58 57 56 55	0 0 0 0 0	0 0	0
61 60 59 58 57 56 55	0 0 0 0	0	
60 59 58 57 56 55	0 0 0	0	
59 58 57 56 55	0 0		0
58 57 56 55	0	0	0
57 56 55	0		0
56 55		0	0
55		0	0
	0	0	0
	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 XX	2	0	2
47	0	0	0
46 XXXX	1	3	4
45 XXXX	4	0	4
44 XXXX	0	4	4
43 XXXXXX	5	1	6
42 XXXXXXXXXXXX	3	8	11
41 XXXXX	2	3	5
40 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	12	8	20
39 XXXXXXXXXXXXXXXXXXXX	8	11	19
38 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	9	7	16
37 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	16	13	29
36 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	8	9	17
35 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	14	9	23
	7	14	21
33	12	11	23
	1	7	11 4
	1	5	6
30 X X X X X X	0		0
29 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	0	0
28	0	0	0
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
23	0	0	0
21 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
	0	0	0
16	0	0	0
15	0	0	0
	109	116	225
			

FOR ROADWAY: REDHAWK PARKWAY

SPEED												т	01	ГΑ	L,	VE	Н	IC	LE	s	sι	JR'	VE	YI	ED)							TOTAL
(MPH)									Е	A	ST	В	οι	JN	D٠	·W	/E	ST	В	วบ	INI	ס									EB	WB	VEHICLES
65																															0	0	0
64																															0	0	0
63																									Ш						0	0	0
62																									Ш						0	0	0
61																									Ш						0	0	0
60																									Ш						0	0	0
59	Ш						L		Ш	Ш							L		Ш		Ш				Ш		Ш				0	0	0
58	Ш						L		Ш	Ш							L		Ш		Ш				Ш		Ш				0	0	0
57	Ш									Ш															Ц	Ш			Ш		0	0	0
56	Щ						L		Ш	Щ							L		Ш		Ш				Щ		Ш		Щ		0	0	0
55	Щ						L		Ш	Щ							L		Ш		Ш				Щ		Ш		Щ		0	0	0
54	Щ						L		Ш	Щ							L		Ш		Ш				Щ		Ш		Щ		0	0	0
53	Щ						L		Ш	Щ							L		Ш		Ш				Щ		Ш		Щ		0	0	0
52	Ш						L		Ш	Ш							L		Ш		Ш				Ш		Ш				0	0	0
51	Ш						L		Ш	Ш							L		Ш		Ш				Ш		Ш				0	0	0
50																									Ш						0	0	0
49																									Ш						0	0	0
48																									Ш						0	0	0
47	Х																								Ш						1	0	1
46	Х																								Ш						1	0	1
			X																						Ш						3	0	3
44		X	X																												2	1	3
43		X	Х																												1	2	3
42		X	X																												3	1	4
41		X	_	X																											4	0	4
40		X		Х	Х	Х	Х	Х																							5	3	8
39	X	X	X	X	X		X	Х	X	Χ	X	X	X																		10	3	13
38		X	X		X				X	Χ	X	X	X	X	X																7	8	15
37			X		X	X		X																							6	2	8
36	Х	X	X		Χ	X		X	Х	Х	X	X	X	X	X	X	Х	Х	X	Х	Х	X	X		Ш						14	9	23
35		X	Х		X	X							X												Ш						9	5	14
34		X	X		X	X	X	X	Χ	Χ		X	X	X	X	X	Х	Х	Х	Х					Ш						14	6	20
33		X	X		X	X		X				X	X	X	Χ	Х	Х	Х	Χ						Ш						8	11	19
32			X			Χ	Χ	X	Х	Χ	X	X	X	X	X	X	Х	Х	Χ	Х					Ш						10	10	20
31		X	X	X	X	X		X	Χ	Χ			X		X	X	Χ	X	X	X											8	12	20
30		X	X	X	X	X		X	X			X	X	X											Ш						5	9	14
29		X	X	X	Х	X	X	X	Х		X						L	L	Ц	L	Ц				Ц	Ц	Ц	L	Щ		0	11	11
28	X		X		X	X	Х	X	X	X	X		Ш	Ш			L	L	Ц	L	Ц	Ш	Ш		Ш	Ц	Ц	L	Ш		4	7	11
27		X	X	X	L	L	L	L	Ц	Ш			Ш	Ш			L	L	Ц	L	Ц	Ш	Ш		Ш	Ц	Ц	L	Ш		1	3	4
26	Х	X		L	L	L	L	L	Ц	Ш							L	L	Ц	L	Ц				Ц	Ц	Ц	L	Щ		0	2	2
25	Ш			L	L	L	L	L	Ц	Ш							L	L	Ц	L	Ц				Ц	Ц	Ц	L	Щ		0	0	0
24	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
23	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
22	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
21	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
20	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
19	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
18	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
17	Ц	Ш	L	L	L	L	L	L	Ц	Ц			Ц	Ц	Ш	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц		0	0	0
16	Ц	Щ	L	L	L	L	L	L	Ц	Ц	_		Ц	Ц	Щ	L	L	L	Ц	L	Ц	Ц	Ц		Ц	Ц	Ц	L	Ц	_	0	0	0
15				L	L	L		L	L									L	L	L	L				Ц		L	L		_	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

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

ROAD CONDITION: FAIR

	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	<u>30 - 39</u> 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.

FOR ROADWAY: REDHAWK PARKWAY

SPEED TOTAL VEHICLES SURVEYED			TOTAL
(MPH) 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 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 XXXX	3	1	4
45 XX	0	2	2
44	3	4	7
43 XX	1	1	2
42 XXX	3	0	3
41 X X X X X X X X X	3	3	6
40 XXXXXXXXXXXXXXXXXXXX	8	9	17
39 XXXXXXXXXXXXXXXXX	5	10	15
38 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	10	9	19
37 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	11	7	18
36 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	12	11	23
35 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	13	12	25
34 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	7	7	14
33 XXXXXXXXXXXXXXXXX	6	9	15
32 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	5	9	14
31 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	3	7	10
30 XXXXXXX	1	6	7
29	2	4	6
28 XXXXXXXXX	4	4	8
27 XXXXXXX	2	4	6
26 XXXX	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	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

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

ROAD CONDITION: FAIR

40 35 30	40 36	M.P.H. M.P.H.
		M.P.H.
30	24	
	31	M.P.H.
31 - 40	31 - 40	M.P.H.
72%	75%	
9%	11%	
19%	14%	
35	36	M.P.H.
24	23	
5	5	M.P.H.
0.19	0.10	
0.44	0.31	M.P.H.
	31 - 40 72% 9% 19% 35 24 5 0.19	31 - 40 31 - 40 72% 75% 9% 11% 19% 14% 35 36 24 23 5 5 0.19 0.10

FOR ROADWAY: REDHAWK PARKWAY

SPEED												Т	0	ГΑ	L,	VE	Н	ıc	LE	s	รเ	JR	VE	Υ	ED)							TOTAL
(MPH)									NC	DR	TH	łΒ	Οl	JN	D.	+S	O	UΤ	H	вс	U	NE)								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																									Ш						0	0	0
57							Ш		Ш																Ш						0	0	0
56																									Щ						0	0	0
55																									Щ						0	0	0
54																									Щ						0	0	0
53	Ш		Ш		L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		0	0	0
52							Ш		Ш																Ш						0	0	0
51																									Щ						0	0	0
50																									Щ						0	0	0
49	Ш		Ш		L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		0	0	0
48	Ш		Ш		L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		0	0	0
47	X		Ш		L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		0	1	1
46		X	Ш		L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		1	1	2
45		X	Ш		L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		2	0	2
44		X	Ш		L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		1	1	2
43					L	L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		4	0	4
42		_				L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		2	2	4
41		X		X		L	L	L	L		Ш								Ш		Ш				Ш		Ш		Ш		4	1	5
40		X	X	X					Х						X										Ц			Ш	Ш		12	4	16
39		X	X	X					Х	X	X	X		X	Х	Х	X	Х	Х		Ш				Щ		Ш		Щ		9	10	19
38		X	X										X						Ш		Ш				Щ		Ш		Щ		7	6	13
37		X	Х	X		Х		Х		Х	X	X	X	X	X		L	L	Щ	L	Щ				Ц		Щ	Щ	Ц	_	7	9	16
36	X	X	X	X		Х		Х			X	X		X	X	X	X	X	X	X	X	X	X	Х	Х	Х	Х	Х	Х		16	13	29
35	_	X	X	X	_	Х		Х				X	X		X			X	Χ	X	X	X	Х		Н		Ш	Ш	Н		12	11	23
34	X	X	X	X		Х		Х			X	X	X	X	X	Х	Х	L	Ш		Ш				Н		Ш	Ш	Н		9	8	17
33	X	X	X	X		X		X			X	X	X	X	X	,	,		Н	_	Н				Н		Н	Н	Н	4	4	11	15
32	_	X	X	X	_	X		X				X			X			X	Н		Н				Н		Н		Н		10	8	18
31	X	X	X	X			X				X	X	X	X	X	X	X	_	Н		Н				Н		Н		Н		5	12	17
30	X	X		X				Х	Х	X	X					H	H	H	Н	H	Н		Н		Н		Н		Н	_	2	9	11
29		X	Х	X	Х	Х	Х	H	┢	-	Н	Н	Н	Н	Н	-	-	-	Н	-	Н		Н		Н		Н	Н	Н	4	0	7	7
28	X	X	Н	H	H	H	┢	H	┢	-	Н	Н	Н	Н	Н	-	-	-	Н	-	Н		Н		Н		Н	Н	Н	4	0	2	1
27	_	_	Н	-	H	H	┢	H	┢	H	H	H	H	H	H	H	H	H	Н	H	Н	_		_	Н	_	Н	H	Н		0	1	
26	Н		Н	-	H	┝	┢	┝	┢	Н	Н	Н	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	0	0	0
25	Н		Н	-	H	┝	┢	┝	┢	Н	Н	Н	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	0	0	0
24	Н		H	H	H	H	Ͱ	H	Ͱ	H	Н	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	Н	Н	-	0	0	0
23	Н		Н	-	H	┝	┢	┝	┢	Н	Н	Н	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	-			
22 21	Н	-	Н	H	┝	┝	H	┝	H	H	Н	Н	Н	Н	Н	H	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	4	0	0	0
	H	-	Н	H	┝	┝	H	┝	H	H	Н	Н	Н	Н	Н	H	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	H	4	0	0	0
20 19	Н	_	Н	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	0	0	0
19 18	H	-	Н	H	┝	┝	H	┝	H	H	Н	Н	Н	Н	Н	H	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	H	4	0	0	0
17	Н	_	Н	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	0	0	0
16	Н	-	Н	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	0	0	0
15	Н	H	H	H	H	H	H	H	H	H	H	Н	Н	Н	Н	H	H	H	H	H	H	H	H	H	Н	H	H	Н	Н	+	0	0	0
					_	_	_	_	_	_						_	_	_		_										٦	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

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

ROAD CONDITION: FAIR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHE	BOUND
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.

FOR ROADWAY: TOWNSHIP ROAD

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 SUNN'

ROAD SURFACE: DRY

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

ROAD CONDITION: FAIR

SPEED												Т	0.	ГΑ	L,	VE	Н	CI	LE	s	sι	JR'	VE	Y	ED)							TOTAL
(MPH)									Е	ĒΑ	SI	В	οι	JN	D٠	·W	Æ	ST	В	วบ	N)									EB	WB	VEHICLES
65																													П		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																									Ш						0	0	0
53																									Ш						0	0	0
52																															0	0	0
51																															0	0	0
50																									Ш						0	0	0
49																									Ш						0	0	0
48																									Ш						0	0	0
47									Ш																Ц				Ц		0	0	0
46									Ш																Ц				Ц		0	0	0
45																									Ш						0	0	0
44																															0	0	0
43																															0	0	0
42																															0	0	0
41																															0	0	0
40																									Ш						0	0	0
39									Ш																Ц				Ц		0	0	0
38									Ш																Ц				Ц		0	0	0
37	Ш				L																				Ш				Ц		0	0	0
36	Ц					L	L	L	L	L	L	Ш	Ш				Ш		Ш	Ш	Ш				Ш		Ш		Ц		0	0	0
35	Ц					L	L	L	L	L	L	Ш	Ш				Ш		Ш	Ш	Ш				Ш		Ш		Ц		0	0	0
34	Ш					L	L		L							Ш		Ш	Ш	Ш	Ш				Ц		Ш		Ц		0	0	0
33	Ц				L	L	L		L	L		Ш	Ш				Ш		Щ	Щ	Щ				Ц		Щ		Ц		0	0	0
32	Ц				L	L	L		L	L		Ш	Ш				Ш		Щ	Щ	Щ				Ц		Щ		Ц		0	0	0
31	Ц		L	L	L	L	L	L	Ļ	L	L	Ш	Ш				Ш		Щ	Щ	Щ				Ш		Ш		4	_	0	0	0
30	Х				L	L	L	L	L	L	L	Ш	Ш			Ш	Ш	Ш	Щ	Щ	Щ				Ц		Ц		Ц	_	0	1	1
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28	Ų	Ų	Ļ	Ļ	L	Ł	Ł	L	┡	L	L	Н	Н	Ц	Ц	Н	Н	Н	Н	Н	Н	Ц	Щ	Ц	Н	Ц	Ш		Ц	4	0	0	0
27		X	Х	Ľ	L	Ł	Ł	L	┡	L	L	Н	Н	Ц	Ц	Ц	Н	Ц	Н	Н	Н	Ц	Ц	Ц	Н	Ц	Н		Ц	4	3	1	4
26	X	Ų	,,	H	L	Ł	Ł	L	┡	L	L	H	H	Ц		Н	H	Н	Щ	Щ	Щ	Ц	Ц	Ц	Н	Ц	Н	4	Н	4	0	1	1
25					Ļ	Ļ	L	L	┡	L	L	H	H	Ц	Щ	Н	H	Н	Н	Н	Н	Ц	Ц	Ц	Н	Ц	Н	4	Н	4	3	0	3
24				Ľ	ľ	Х	Ł	L	┡	L	L	Н	Н	Ц		H	Н	H	Ц	Ц	Ц	Ц	Н	Ц	Н	Ц	Н	_	Н	4	1	5	6
23			X	Ļ	Ļ	L	L	Ļ	Ļ	Ļ	L	Н	Н	Н	Н	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	H	4	1	2	3
22		X	X	Ķ	X	X	X	X	X	X	Ļ	Ļ	Н	Ц		H	Н	H	Ц	Ц	Ц	Ц	Н	Ц	Н	Ц	Н	_	Н	4	6	4	10
21		X	X		X	X		X	Х	ľ	X	Х	Н	Н	Н	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	H	4	3	9	12
20			X		X			L	Ļ	H	L	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	H	4	5	2	7
19			Ľ	X	Х	Х	Х	X	Х	L	L	Н	Н	Н	Н	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	H	4	4	5	9
18	X	X	<u> </u>	H	L	H	H	L	┡	H	L	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	H	4	2	0	2
17			X	Ļ	L	H	H	L	┡	H	L	Н	Н	Н	Н	Н	Н	Н	H	H	H	Н	Н	Н	Н	Н	Н		H	4	1	2	3
16 15	X	X	х	х	H	H	H	H	H	H	H	H	H	Н		Н	H	Н	Н	Н	Н	Н	H	Н	Н	Н	Н	-	H	4	0	0	0
10	<u> </u>			_	_	<u> </u>	<u> </u>	_	<u> </u>	_	_	_	_				_								_		_			┪			
																															32	35	67

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUN	ID
85TH %:	25	24	25 N	1.P.H.
50TH %:	21	21	21N	И.Р.Н.
15TH %:	18	19	19N	Л.Р.Н.
10 MPH PACE:	18 - 27	16 - 25	<u>16 - 25</u> N	Л .Р.Н.
% IN PACE:	88%	89%	88%	
% OVER PACE:	3%	11%	12%	
% UNDER PACE:	9%	0%	0%	
ARITHMETIC MEAN:	22	22	22N	И.Р.Н.
SAMPLE VARIANCE:	11	10	10	
STANDARD DEVIATION:	3	3	3N	И.Р.Н.
VARIANCE OF THE MEAN:	0.34	0.30	0.16	
STD. ERROR OF THE MEAN:	0.58	0.55	0.40 N	И.Р.Н.

FOR ROADWAY: TEMECULA LANE

SPEED												т	n	ΓΔ		VF	Н	ICI	LE	<u> </u>	SII	R'	/F	Y	FD	,							TOTAL
(MPH)								1	NC	R	TH	_	_	_	_	_	_	_	HE	_	_	_	_							1	NB	SB	VEHICLES
65	П		1			П		П	П	П	П			П			П				П	1	1					1	T	1	0	0	0
64	П				П	П		П	П	П	П		П	П			П		П		T		7				Ħ	7	Ť	1	0	0	0
63	П		7			Ħ		П	П	Ħ	Ħ			Ħ	T		П				T	7	7				Ħ	7	Ť	1	0	0	0
62	П					П		П	П	П	П			П			П						1				Ħ	1	Ť	1	0	0	0
61	П					П		П	П	П	П			П			П						1				Ħ	1	Ť	1	0	0	0
60	П				П	П		П	П	П			П	П			П		П				1				Ħ	1	Ť	1	0	0	0
59											П												T					T	Ť		0	0	0
58																														1	0	0	0
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38																															0	0	0
37																															0	0	0
36																															0	0	0
35																															0	0	0
34	Ш				Щ	Ц	L	Ш	Ш	Ц	Ц	Ц	Щ	Ц		L	Ш	L	Щ		Ц						Ц		1		0	0	0
33	Ш						L									L		L									Ш				0	0	0
32	X						L									L		L									Ш				0	1	1
31	Ш						L				Ш					L		L									Ш				0	0	0
30	Ц				Ш	Ц	L	Ш	Ш	Ц	Ц		Ш	Ц		L	Ш	L	Ш		Ц						Ц		1		0	0	0
29	Ц				Ш	Ц	L	Ц	Ц	Ц	Ц		Ш	Ц		L	Ц	L	Ш		Ц				Ц		Ц		1	4	0	0	0
28	Х				Ш	Ц	L	Ц	Ц	Ц	Ц		Ш	Ц		L	Ц	L	Ш		Ц				Ц		Ц		1	4	2	2	4
27	X	X	X	X	X	X	ΙX	X		ı	ı		ı	ı	ı				1								ı			ı	5	3	8

LIMITS (BTN): LOMA LINDA DR AND CANTERFIELD DR

DATE: 07/15/21 **DAY:**

OBSERVATION POINT: 45516 TEMECULA LN

POSTED SPEED LIMIT: NOT POSTED OBSERVER: CARLOS

Thursday

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

TIME PERIOD: 11:11AM TO 12:11PM

ROAD CONDITION: FAIR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
85TH %:	26	25	26 M.P.H
50TH %:	22	23	23 M.P.H
15TH %:	18	19	<u>19</u> M.P.H
10 MPH PACE:	18 - 27	19 - 28	<u>18 - 27</u> 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	<u>0.28</u> M.P.H

FOR ROADWAY: VAIL RANCH PARKWAY

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SPEED												Т	O1	ГΑ	L١	۷E	Н	IC	LE	s	รเ	JR	VI	ΞΥ	ΈΙ	D								TOTAL	
(MPH)									Е	Α	ST	В	οι	JN	D+	·W	Æ	ST	В	οι	JN	D									٦	EB	WB	VEHICLES	
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64	F	П	Т	Т	T						П	П		П			П			T	T	T	T	Ħ	t	t	t	Ť	1	T	1	0	0	0	1
63					Г						П									Г	Г	Г	T	Ī	T	T	Ť	T	1	1	T	0	0	0	1
62																								Ī		T	T	T	1			0	0	0	
61																																0	0	0	
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56	L	Ш										Ш		Ш									L	L	Ļ	ļ	1	1	_		4	0	0	0	
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54	L	Ш	L	L	L	L	L	L				Ш		Ш			Н			L	L	L	Ļ	Ļ	Ļ	ļ	4	4	4	_	4	0	0	0	4
53	H	Н	H	H	L	L	L	L	_	_	H	Н		Н			Н	_	_	L	L	-	Ł	Ļ	Ļ	ł	+	4	4	4	4	0	0	0	4
52	H	Н	H	H	L	L	L	L	_	_	H	Н		Н			Н	_	_	L	L	-	Ł	Ļ	Ļ	ł	+	4	4	4	4	0	0	0	4
51			H	H	L	┡	┡	┡	H	H	Н		Н		Н		Н	H	H	L	L	L	Ł	Ł	╄	+	+	+	4	4	4	0	0	0	1
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49 48	H	H	H	H	L	H	H	H	H	H	Н	H	Н	H	Н	_	Н	H	H	L	L	H	┝	H	ł	+	+	+	4	+	4	0	0	0	1
46 47	х	Н	H	H	H	H	H	H	H	H	H	Н	H	Н	H	Н	Н	H	H	H	H	-	H	H	ł	t	+	+	┥	+	4	0	1	1	1
46	x	H	-	-	H	-	-	-	-	-	Н	H		H			Н	-	-	H	H	H	H	t	t	t	+	+	┪	+	┥	0	1	1	1
45	X	Х	Н	Н	H	H	H	H			Н	H		H			H			H	H	F	t	t	t	t	t	†	1	1	┪	1	1	2	1
44	X	X	х	x	х	x	H	H			H	H		H			H			l	l		t	t	t	t	t	t	1	1	1	2	4	6	1
43	X	X	X	Ë	ĺ	Ë	H	r	Г	Г	H	Н		Н			Н	Г	Г				t	t	t	t	t	t	1	1	1	0	3	3	1
42	Х	Х	х	Х	Х	х	T	T				Ī		Ī									T	T	t	t	t	Ť	1	T	٦	3	3	6	1
41	Х	Х	Х	Х	х	х	х	х																Ī	Ť	T	Ť	T	1			4	4	8	
40	Х	X	Х	Χ	Х	Х	Х	Х	X	X																Ī						6	4	10	
39	X	X	X	X				Х		X	X	X	X	X	X																	8	7	15	
38	Х	X	X	X					X	X	X																					3	8	11	
37	Х	X	X	X	X				X	X	X	X		X		X								L	L	L		1				9	7	16	
36	Х	X	X	X	Х				X	X	X			X			X						Х	L	Ļ	ļ	1	1	_		Ц	14	9	23	┨.
35	Х	X	Х	Х	_	_			Х	Х				X	X						Х		L	L	Ļ	Ļ	4	4	_		_	13	8	21	┛.
34	X	X	X	X	Х				X	X	Х	X	X	X	X	X								Х	P	Φ	Ψ	X Z	X	X	X	19	11	30	Ι,
33	X	X	X	X	X				X		X			X	X	X	X	Х	X	Х	Х	Х	Ł	Ļ	Ļ	ł	+	4	4	4	4	11	11	22	┨.
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31 30	X	X	X	X					X	^	^	^	^	^	^	^	^	^	^	-	-	^	r	X	╄	ł	+	+	4	+	4	13 8	1	9	1
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28	x	x		Y	v	х	х	H			Н	H		H		_	Н			H	H	H	H	H	t	t	+	+	┪	+	-	4	3	7	١,
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22											П												T	T	T	T	T	T	1	T	1	0	0	0	
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15																							L	L		<u> </u>	1	1			Ļ	0	0	0	4
																																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

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

ROAD CONDITION: FAIR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	39	41	40 M.P.H.	
50TH %:	34	35	<u>35</u> M.P.H.	
15TH %:	31	31	<u>31</u> M.P.H.	
10 MPH PACE:	30 - 39	31 - 40	<u>31 - 40</u> M.P.H.	
% IN PACE:	80%	78%	78%	
% OVER PACE:	12%	16%	11%	
% UNDER PACE:	8%	7%	10%	
ARITHMETIC MEAN:	35	36	<u>35</u> 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.	

FOR ROADWAY: VAIL RANCH PARKWAY

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

OBSERVATION POINT: VALENTINO WAY/VAIL RANCH PKWY

POSTED SPEED LIMIT: 45 MPH OBSERVER: CARLOS

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

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

TO 2:50PM

SPEED												т	О.	ГΑ	L,	VE	Н	IC	LE	s	sι	JR'	VE	ΥI	EC)							TOTAL
(MPH)									E	ĒA	ST	В	οι	JN	D٠	٠V	/E	ST	В	วบ	INI	ס									EB	WB	VEHICLES
65																															0	0	0
64																															0	0	0
63																															0	0	0
62																															0	0	0
61																															0	0	0
60								L	L										Ш						Щ				Ш		0	0	0
59					L	L	L		L			Ш	Ш	Ш	Ш										Ц			Ш	Ш		0	0	0
58	Ш	L	L	L	L	L	Ļ	L	L	L						L	L		L		Ш				Щ		Ш		Ц		0	0	0
57	Н	L	L	L	L	L	L	L	L	L		Ш	Ш	Ш	Ш	L	L		H		Н				Щ		Н	Ш	Ц		0	0	0
56	_	L		_	Ł	Ł	┡		Ł	L	H	H	H	H	H	_		_	H	_	_				Н		_	H	Н		0	0	0
55 54	Н	H	┡	H	H	H	┢	L	H	L	Н					H	┡	H	H	H	Н	Н	Н	Н	Н		Н		Н	_	0	0	0
54 53	Н	-	H	H	┢	┢	┢	H	Ͱ	H	H	H	H	H	H	H	H	H	H	H	Н				Н	_	Н	H	Н		0	0	0
53 52	Н	-	H	H	H	H	┢	H	Ͱ	┝	Н	Н	Н	Н	Н	H	H	Н	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	Н	-	0	0	0
5∠ 51	H	H	H	H	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	Н	Н	Н	H	Н	Н	-	0	0	0
51 50	H	H	H	H	H	H	H	H	H	H	H	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	Н	Н	H	H	Н	Н	+	0	0	0
49	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	-	0	0	0
48	Н	H	H	Н	H	H	t	H	H	H	H	Н	Н	Н	Н	Н	H	H	H	H	Н	-	-	-	H	_	Н	Н	H	-	0	0	0
47	Н		H	Н	Ħ	Ħ	r		t	H	Н	H	H	H	H	Н	H		H		Н				H		Н	H	Ħ		0	0	0
46	Х	х	х	Н	Ħ	Ħ	t	r	t	T	Ħ	Н	Н	Н	Н	Н	T	Н	H	Н	Н				Н	П	Н	Н	Ħ		3	0	3
45	Х		x		T	T	t	Ī	t	l	П	Ħ	Ħ	Ħ	Ħ	Г	Ħ		Ħ		П				Ħ		П	Ħ	Ħ		0	4	4
44	х		T		T	T	Ī		T			Ī	Ī	Ī	Ī		T											Ī			1	0	1
43	Х	Х	х	Х																											1	3	4
42	X	Х	Х																												2	1	3
41	X	X	Х	X	Х																										5	0	5
40	X	X				X	Х																								4	4	8
39	X	X				Х	Х	Х	Χ	Х	X	X	X	X	X																13	2	15
38	X	X				Х	Х		Χ	Х	Х	X							Ш						Щ				Ш		7	7	14
37	X	X						Х					X		X		Х	X	Χ	X	Ш	Ц	Ц	Ц	Ц		Ш	Ш	Ц		15	5	20
36	X	X					X	X	X	X	X	X	X	X	X		X	X		~	_	4	4	4	Н		Н	Н	H	4	8	10 5	18 21
35 34	X	X						X			X	X	X	X	X	x	X	÷		X		~	Х	~	Х	Н	Н	Н	H	4	16 13	12	25
33	X								X					^	^	X	X	r	^	r	Ĥ	^	^	^	4	_	Н	H	H	-	10	7	17
32	X	X				x	x	x	x	x	x	Ŷ	x		Ŷ	x	÷	v	Х	v	v	¥	Х	¥	х	Х	Н	H	H	-	14	12	26
31	X	X					X		X		X	X	X	X	X	x	x	x	Ĥ	ŕ	Ĥ	Ŷ	Ŷ	Ŷ	Ĥ	^	Н	H	H	-	10	8	18
30	X								X		X		X		X				H	Н	Н	Ħ	Ħ	Ħ	H		Н	H	H		8	10	18
29	X		X				Ĥ		É	ĺ	Ĥ	Ϊ	Ϊ	Ϊ	Ϊ	Ë	Ë	Ë	H	Г	Н				Н		Н	Н	Ħ		2	3	5
28								Г	Ī	Г	П														П						0	0	0
27								Г	Ī	Г	П														П						0	0	0
26																															0	0	0
25																															0	0	0
24	I			Ĺ	Ĺ	Ĺ			Ĺ		I					Ĺ		Ĺ		Ĺ	I						I				0	0	0
23	Ĺ			Ĺ	Ĺ	Ĺ	L	Ĺ	Ĺ	Ĺ	Ĺ					Ĺ		Ĺ		Ĺ	Ĺ				Щ		Ĺ				0	0	0
22	L		L	L	L	L	L	L	L	L	L	Ц	Ц	Ц	Ц	L	L	L	L	L	L	Ш	Ш	Ш	Ц		L	Ц	Ц		0	0	0
21	Ц		L	L	L	L	L		L	L	Ц	Ц	Ц	Ц	Ц	L	L	L	L	L	Ц	Ц	Ц	Ц	Ц	Щ	Ц	Ц	Ц	_	0	0	0
20	H		L	L	L	L	L	L	L	L	H	Ц	Ц	Ц	Ц	L	L	L	L	L	H	Ц	Ц	Ц	Ц	Ш	H	Ц	Ц	4	0	0	0
19	Н	L	L	H	Ł	Ł	Ł	L	Ł	L	Н	Н	Н	Н	Н	H	L	H	H	H	Н	Ц	Ц	Ц	Н	Н	Н	Н	Н	4	0	0	0
18	Н	H	H	H	H	H	H	H	H	┡	Н	Н	Н	Н	Н	H	H	H	H	H	Н	Н	Н	Н	Н	Н	Н	Н	Н	4	0	0	0
17 16	H	H	H	H	H	H	H	H	H	┝	H	Н	Н	Н	Н	H	H	H	H	H	H	Н	Н	Н	Н	H	H	Н	Н	4	0	0	0
15	H	H	H	H	H	H	H	H	t	H	H	H	H	H	H	H	H	H	H	H	H	Н	Н	Н	H	H	H	H	H	+	0	0	0
			_	_	_	_	_	_	_	_						_	_	_	_	_										7	132	93	225
																															132	93	223

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUN	D
85TH %:	39	38	39 N	I.P.H.
50TH %:	35	34	35M	1.P.H.
15TH %:	31	31	31 M	1.P.H.
10 MPH PACE:	30 - 39	29 - 38	<u>30 - 39</u> N	1.P.H.
% IN PACE:	86%	85%	85%	
% OVER PACE:	12%	15%	12%	
% UNDER PACE:	2%	0%	2%	
ARITHMETIC MEAN:	35	35	35N	1.P.H.
SAMPLE VARIANCE:	14	16	15	
STANDARD DEVIATION:	4	4	4 N	1.P.H.
VARIANCE OF THE MEAN:	0.10	0.17	0.07	
STD. ERROR OF THE MEAN:	0.32	0.42	0.26 N	1.P.H.

17

FOR ROADWAY: VIA NORTE

FOR I	RC)/	١	D۷	N.	Α	Y	:	٧	I/	۱	N	0	R	T	E																
SPEED												Т	O1	ГΑ	L,	VE	Н	IC	LE	s	su	R	VE	ΥE	ΕD							TOTAL
(MPH)								ı	NC)R	TH	ΙB	Οl	JN	ID:	+S	Ю	UΤ	HE	30	UN	۱D)						1	ΝB	SB	VEHICLES
65																														0	0	0
64																														0	0	0
63																													_	0	0	0
62																														0	0	0
61	Ш																													0	0	0
60	Ш																												_	0	0	0
59	Ш																													0	0	0
58	Ш																													0	0	0
57	Ш																												_	0	0	0
56	Ш																													0	0	0
55																												Ш	_	0	0	0
54	Ш																													0	0	0
53	Ш																													0	0	0
52	Ш																													0	0	0
51	Ш																													0	0	0
50	Ш																													0	0	0
49	Ш																													0	0	0
48	Ш																													0	0	0
47	Ш																													0	0	0
46																														0	0	0
45																														0	0	0
44	Ш																													0	0	0
43																														0	0	0
42	Ш																													0	0	0
41	Ш																													0	0	0
40	Ш																													0	0	0
39	Ш																													0	0	0
38	Ш																													0	0	0
37	Ш																													0	0	0
36	Х																		Ш							L		Ш	_	0	1	1
35	Χ																		Ш							L		Ш	_	0	1	1
34	X																		Ш							L		Ш	╨	0	1	1
33				Х															Ш							L		Ш	╨	1	5	6
32	Х	-					L			Ш					L	L	L		Ш		Ц		Ц				L	Ц	1_	1	5	6
31		Х				Х	Х	Х	Х	Х	Χ				L	L	L	L	Ш	Ш	Ц					L	L	Ш	_	6	5	11
30	X		X	_	X					Χ				X	X	Х	L		Ш		Ц		Ц				L	Ц	_	4	12	16
29	Х		X		X	X	X	X	X	Х	X	X	X		L	L	L		Ш		Ц		Ц				L	Ц	-	4	9	13
28				Х			L			Ш					L	L	L	L	Ш	Ш	Ц					Ţ	L	Ш	_	3	3	6
27	X				X			X					X														L	Ш	Ŀ	11	3	14
26	Х	_	_	_	X			Χ		Х			X	_	L	L	L	L	Ш	Ш	Ц					Ţ	L	Ш	_	5	9	14
25	Х							Χ	Х	Х	X	X	X	X	X	L	L	L	Ш	Ш	Ц					Ţ	L	Ш	-	5	10	15
24		Х		Х	X	X	X	X		Ш					L	L	L	L	Ш	Ш	Ц					Ţ	L	Ш		6	2	8
23			X	Ш		L	L			Ш					L	L	L		Ш		Ц		Ц				L	Ц	_	2	1	3
22	Х	X	X	Х		L	L			Ш					L	L	L	L	Ш	Ш	Ц					Ţ	L	Ш	-	3	1	4
21	Ш	Ш		Ш		L	L			Ш					L	L	L	L	Ш	Ш	Ц					Ţ	L	Ш		0	0	0
20	Ш	Ш		Ш		L	L			Ц					L	L	L	L	Ш	Ш	Ц					L	L	Ш		0	0	0
19	Ш	Ш		Ш		L	L			Ш					L	L	L		Ш		Ц		Ц				L	Ц	-	0	0	0
18	Ш	Ш		Ш		L	L			Ш					L	L	L		Ш		Ц		Ц				L	Ц	1_	0	0	0
4-	IV																							- 1					11	4		1 4

0 0 **120** LIMITS (BTN): SOLANA WAY AND DEL REY RD

DATE: 07/27/21 **DAY**:

OBSERVATION POINT: VIA NORTE/LOS NOGALES RD

POSTED SPEED LIMIT: 30 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Tuesday **TIME PERIOD:** 9:00AM

ROAD CONDITION: FAIR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBO	DUND
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 TOTAL VEHICLES SURVEYED NORTHBOUND+SOUTHBOUND NB SB VEHICLES LIMITS (BTN): DEL REY RD AND CALLE PINA COLADA (N) (MPH) 65 0 **OBSERVATION POINT: 29400 VIA NORTE** 64 0 0 63 0 0 62 0 POSTED SPEED LIMIT: 30 MPH **CARLOS** 61 OBSERVER: 60 0 COMMENTS: WEATHER: PARTLY SUNN 0 59 0 DRY ROAD SURFACE: 56 0 FAIR ROAD CONDITION: 55 0 54 0 53 DATA COLLECTION METHOD: RADAR 52 51 0 50 0 48 0 47 0 46 Λ 45 0 44 **NORTHBOUND** SOUTHBOUND NORTHBOUND+SOUTHBOUND 43 42 1 41 85TH %: 36 36 36 M.P.H. 39 3 38 50TH %: 33 32 M.P.H. 6 31 37 27 36 15TH %: 29 26 M.P.H. 12 35 10 MPH PACE: 29 - 38 34 6 26 - 35 29 - 38 M.P.H. 33 12 % IN PACE: 77% 70% 72% 12 30 % OVER PACE: 8% 20% 6% 9 29 8 28 % UNDER PACE: 14% 11% 22% 6 27 4 31 26 6 ARITHMETIC MEAN: 33 32 M.P.H. 6 25 18 21 SAMPLE VARIANCE: 20 24 3 23 2 ____5 22 STANDARD DEVIATION: 4 M.P.H. 1 21 0 0.37 20 0 VARIANCE OF THE MEAN: 0.25 0.16 19 STD. ERROR OF THE MEAN: 0.50 0.61 0.40 18 M.P.H. 0 17 0 127 56

FOR ROADWAY: VIA NORTE

FOR	R	2	ΔI	D١	N	A	Y	:	٧	///	4	N	0	R	T	E																
SPEED												Т	О.	TΑ	L	VE	Н	IC	LE	s	su	R۱	/E`	ſΕ	D							TOTAL
(MPH)									NC	R	TH	ΙB	Οl	JN	ID	+S	Ю	UT	HE	в0	U	۱D								NB	SB	VEHICLES
65																														0	0	0
64																														0	0	0
63																												Ш		0	0	0
62	Ш																						Щ	┸	┖			Ш		0	0	0
61	L																		Ц			4	4	1	Ļ	L		Ц	Ш	0	0	0
60	L						L	L	L										Ш	Ш		_	4	┸	╀	L		Ц	4	0	0	0
59	L	L	L	L	L	L	L	L	Ļ	Ш			Ш		L	L	L	L	Щ	Ш		4	4	4	╀	ļ	L	Ц	4	0	0	0
58	H	L	L	L	L	L	L	L	L	Н			Н		L	L	L	L	H	Н	Ц	4	4	+	╀	L	L	Н	4	0	0	0
57	H	_	L	L	L	L	Ł	Ł	┡	Н	H	_	Н	_	L	L	L	L	H	Н	_	4	4	+	╀	-	L	Н	4	0	0	0
56	H	H	┡	L	┡	L	H	H	┢	Н	Н	H	Н	H	L	L	┡	L	H	Н	4	+	+	+	╀	H	┡	H	4	0	0	0
55	H	H	┡	L	┡	L	H	H	┢	Н	Н	H	Н	H	L	L	┡	L	H	Н	4	+	+	+	╀	ŀ	┡	H	4	0	0	0
54 53	H	H	H	┝	H	┝	H	H	┢	Н	Н	Н	Н	Н	┝	┝	H	┝	Н	Н	Н	+	+	+	╁	H	H	H	4	0	0	0
53 52	H	-	┢	H	┢	H	H	H	H	Н	Н	H	Н	H	H	H	┢	H	H	Н	4	+	+	+	╁	┢	┢	H	4	0	0	0
52 51	H	H	H	H	H	H	H	H	H	Н	Н	H	Н	H	H	H	H	H	Н	Н	\dashv	+	+	+	╁	H	H	H	-1	0	0	0
50	H	H	┢	H	┢	H	H	H	H	Н	Н	-	Н	-	H	H	┢	H	H	Н	H	+	+	+	╁	H	┢	H	-1	0	0	0
49	H	H	H	H	H	H	H	H	H	Н	H	H	Н	H	H	H	H	H	H	Н	H	+	+	+	╁	H	H	H	1	0	0	0
48	H	-	H	H	H	H	H	H	H	Н	H		Н		H	H	H	H	Н	Н	H	+	+	+	t	H	H	H	1	0	0	0
47	H	Н	H	H	H	H	H	H	H	H	Н		H		H	H	H	H	H	Н	-	+	+	+	t	H	H	H	1	0	0	0
46	H	Н	H	H	H	H	H	H	H	H	Н		H		H	H	H	H	H	Н	-	+	+	+	t	H	H	H	1	0	0	0
45	H		H	H	H	H	Ħ	Ħ	r	Н	Н		Н		H	H	H	H	H	Н	Ħ	7	Ť	Ť	t	H	H	H	1	0	0	0
44	H	Ħ	t	t	t	t	t	t	t	Н	Н		Н		t	t	t	t	H	Н		7	t	t	t	t	t	H	1	0	0	0
43	х	х	T	l	Ħ	l	T	T	t	П	П		П		l	l	Ħ	l	П		T	7	Ť	Ť	t	Ħ	Ħ	Ħ	1	0	2	2
42	х						Ħ	Ħ	T	П	П		П						П	П		T	Ť	Ť	t	T		Ħ	1	0	1	1
41		Х	T		Ī		Ī	Ī	Ī								Ī					T	Ť	T	T		Ī	Ħ	٦	1	1	2
40	Х			Г		Г					П				Г	Г		Г				T	T	T	T	İ		Ħ	T	1	0	1
39	Х	Х	х																			T	T	T				П	٦	1	2	3
38	Х	Х	Х																			ı	Ī	Ī					1	2	1	3
37	Х	Х	Х		Х																	T	Ī	Τ						3	3	6
36	X	X	Х	X	Х	X	Х	Х	Х	X																				3	7	10
35	X	Х			Х																									3	4	7
34		Х				Х	Х	Х	Х	X	X	X																		8	4	12
33	Х	Х		_	Х	_		Х															Щ	┸	┖			Ш		3	5	8
32	Х	Х	Х		Х			Х	Х										Ц			4	4	↓	Ļ	L		Ц	Ш	7	2	9
31					X			L	L										Ш	Ш		4	4	┸	╀	L		Ц	4	3	3	6
30	Х	X			X			L	L	Ц	Н	L	Ц	L	L	L	L	L	Ц	Ц	Ц	4	4	4	1	L	L	Н	4	4	2	6
29		X		X	X	X	Ļ	Ļ	H	Н	Н	L	Н	L	L	L	L	L	Н	Н	Ц	4	4	+	Ł	L	L	Н	4	3	3	6
28	X	X		Х	Х	Х	ľ	Х	┡	Н	H	H	Н	H	L	L	L	L	Н	Н	\dashv	4	+	+	╀	┡	L	Н	4	4	4	8
27	X	X		Ļ	L	L	Ͱ	Ͱ	┡	Н	Н	H	Н	H	L	L	L	L	Н	Н	Н	+	+	+	╀	┡	L	Н	4	1	2	3
26 25	X			Х	H	┡	H	H	┡	H	H	H	H	H	┡	┡	H	┡	Н	Н	H	+	+	+	╀	Ͱ	H	Н	4	1	3	4
25		X	Х	H	H	H	H	H	Ͱ	H	Н	H	H	H	H	H	H	H	Н	Н	\dashv	+	+	+	╀	Ͱ	H	Н	4	1	2	3
24 23	X	ľ	┝	H	┝	H	H	H	H	Н	Н	H	Н	H	H	H	┝	H	Н	Н	\dashv	+	+	╁	╀	H	┝	H	\parallel	0	1	1
23 22	r	-	H	H	H	H	H	H	H	H	Н	H	H	H	H	H	H	H	Н	Н	H	+	+	+	╁	Ͱ	H	H	-	0	0	0
22	Х	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Н	Н	H	+	+	+	╁	┢	H	H	-	1	0	1
20	Ĥ	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	\dashv	+	+	╁	╁	۲	H	H	-	0	0	0
20 19	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	\dashv	+	+	╁	╁	۲	H	H	-	0	0	0
18	H	-	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	+	+	+	╁	H	H	H	1	0	0	0
17	Н	H	H	H	H	H	t	t	H	H	H	H	H	H	H	H	H	H	H	H	H	+	+	\dagger	t	t	H	H	1	0	0	0
16	H		H	H	H	H	t	t	H	H	H	-	H	-	H	H	H	H	H	H	+	+	\dagger	†	t	H	H	H	۱	0	0	0
15	Н	Н	Т	T	Т	T	t	t	T	H	H	H	H	H	T	T	Т	T	H	H	Ħ	7	T	t	t	t	Т	Ħ	1	0	0	0
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LIMITS (BTN): CALLE PINA COLADA AND AVENIDA CENTENARIO

DATE: 07/22/21 **DAY**:

OBSERVATION POINT: 30445 VIA NORTE

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Thursday **TIME PERIOD:** 11:41AM **TO** 12:41PM

ROAD CONDITION: FAIR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
85TH %:	36	37	37 M.P.H.
50TH %:	32	33	<u>33</u> M.P.H.
15TH %:	28	27	28 M.P.H.
10 MPH PACE:	28 - 37	28 - 37	<u>28 - 37</u> 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.

FOR ROADWAY: VIA NORTE

LIMITS (BTN): AVENIDA CENTENARIO AND AVENIDA DEL REPOSO

DATE: 07/22/21 **DAY**:

OBSERVATION POINT: CALLE TIARA/VIA NORTE

POSTED SPEED LIMIT: 35 MPH OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

Thursday **TIME PERIOD:** 10:15AM **TO** 11:36AM

ROAD CONDITION: FAIR

SPEED												Т	О.	ГΑ	L,	VE	Н	IC	LE	s	รเ	JR	VE	ΞY	ED)						TOTAL	
(MPH)									NC)R	TH	łΒ	Ol	JN	ID:	+S	O	UT	ΉΙ	вС	U	NE)							NB	SB	VEHICLES	
65	İΤ								Π	Г																				0	0	0	
64									T																					0	0	0	
63	П	1																												0	0	0	
62	П	1							Ī																					0	0	0	
61	П	1							Ī																					0	0	0	
60	П	1							Ī																					0	0	0	
59									Г																					0	0	0	
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45																														0	0	0	l
44									Г																					0	0	0	
43	П	1																												0	0	0	
42	Х								Г																					1	0	1	
41	Х								Г																					0	1	1	
40	Х																													0	1	1	l
39	Х																													1	0	1	l
38	X	X	X																											1	2	3	l
37		X																												0	2	2	l
36					Х																									3	2	5	l
35	X	X	X	X	Х	Х	Х	Х																						4	4	8	
34			X	X	Х																									3	2	5	l
33		X																												1	1	2	l
32	X	X	X	X	X	Х	Х	Х	Х	Х	X																			6	5	11	l
31					Х																									4	2	6	J.
30	_								Х	Х																				5	5	10	l
29	_	_	_	_	_			_	L																					4	3	7	l
28			X	X	X	X	Х	Х	X	Х							L		L	L	L		L		Ш		Ш			5	5	10	l
27	_						X	L	L	L	L				L	L	L	L	L	L	L	L	L	L	Ш		Ш	Ш		3	4	7	l
26						X	Ĺ	L	L	Ĺ							L		L	L	L		L		Ш		Ш			1	5	6	l
25			X	X	Х	L	L	L	L	L	L				L	L	L	L	L	L	L	L	L	L	Ш		Ш	Ш		2	3	5	l
24	_	X			L	L	L	L	L	L	L				L	L	L	L	L	L	L	L	L	L	Ш		Ш	Ш		0	2	2	l
23				X				L	L																					3	1	4	l
22	X	X	X		L	L	L	L	L	L	L				L	L	L	L	L	L	L	L	L	L	Ш		Ш	Ш		2	1	3	l
21	Ш							L	L																					0	0	0	l
20	Х				L	L	L	L	L	L	L				L	L	L	L	L	L	L	L	L	L	Ш		Ш	Ш		1	0	1	l
19	Ц				L	L	L	L	L	L	L				L	L	L	L	L	L	L	L	L	L	Ш		Ш	Ш		0	0	0	l
18	Ц				L	L	L	L	L	L	L				L	L	L	L	L	L	L	L	L	L	Ш		Ш	Ш		0	0	0	l
17	Ш							L	L																					0	0	0	l
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																														51	51	102	

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND			
85TH %:	35	35	35 M.P.H.			
50TH %:	30	30	30M.P.H.			
15TH %:	25	26	<u>25</u> M.P.H.			
10 MPH PACE:	27 - 36	26 - 35	<u>26 - 35</u> M.P.H.			
% IN PACE:	75%	71%	71%			
% OVER PACE:	8%	16%	15%			
% UNDER PACE:	18%	14%	15%			
ARITHMETIC MEAN:	31	30	<u>30</u> 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	<u>0.48</u> 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	7	Certification Number										
		Make		Model Stalker-AT	el Type (1-IV)				Directional radar □ □ Yes ■ No					
2	DEVICE ID	Applied Concepts Counting unit S/N		Antenna-1		/A	01 11		Antenna-2 S/N	N/A	2110			
§ 2.4 / § 5.4 3 TUNING FORK CALIBRATION	§ 2.4 / § 5.4	Low speed fork S/N Last da				Speed (m	ph)	Measured (Hz)						
		High speed fork S/N	Last d	ate calib. Freq. (Hz)		z)	Speed (mph)		Measured (Hz)	PASS	FAIL			
		22762	MEST SET	Lo for					High fork					
		Seedde	Fork speed (mph)		25			40						
	§ 2.5 / § 5.5	Stationary mode	Disp. S	peed (mph)		25			40					
4	RADAR DEVICE TUNING FORK TESTS	Moving mode Opposite Direction			Expected (mph)	d. 15			ayed.	PASS	FAIL			
				Moving mode Same Direction	TARGET Hi fork + Ho fork -		Expected (mph)	d. N /2	4	Displ (mph	77/1		FAIL FAIL FAIL FAIL FAIL FAIL FAIL FAIL FAIL	
		Standard supply		Antenna 1	24.77	9	Anten		N/A					
	§ 2.6.1. / § 5.6.1 TRANSMISSION	Voltage (V) 13 Standard supply	Freq. GHz 34.729 Freq. GHz Antenna 1 Antenna 2 Freq. GHz 34.729 Freq. GHz Antenna 1 Antenna 2				N/A	PASS	EAH					
5	FREQUENCY	Voltage – 20% (V) 10.8 V						N/A	1 A33	TAIL				
	STABILITY	Standard supply voltage + 20% (V) 10		Freq. GHz 3 %.729				Freq. GHz N/A						
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤	Antenna 1 Power (mW/cr				(mW/c	f.	PASS	FAIL				
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤	A CONTRACTOR OF THE PARTY OF TH	LVA activates (V)	6.	9	LVA (V)	deactiva	8. 4	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						PASS	FAIL					
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. Test results 40 Test OK Test results							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 D Yes NO N.A. Yes NO N.A.							PASS	FAIL				
		Stationary mode:		Low speed spe	ec. 12		Lo spe	eed disp	disp /2					
		target channel (mph)		Hi speed spec. 200			Hi spe	eed disp	200					
	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8	Moving Mode		Low speed spe	ec. 15		Lo sp	eed disp	N/A	2,00	DAH.			
11	LOW AND HIGH SPEED DISPLAY	target channel (mph)		Hi speed spec.	200(C	C)	Hi spe	eed disp	NIA	PASS	FAIL			
	TEST	Moving Mode:		Low speed spec. 5 Lo spee			speed disp. N/A							
-	patrol channel (mph)			Hi speed spec. 70 Hi speed d			eed disp							
12	§ 2.13 / § 5.13 RFI TEST									PASS	FAIL			
13	LABORATORY													
14	NHTSA/IACP CERTIFICATION	This radar device Highway Safety A							n 40802	tional Traffi	FAIL			
15	INVENTORY	□□ Fork Cert □□ Carrying Case	□□ Manua □ Other: (l 🗆 🗆 (please list)	2 nd Ant.		□ Remote		□□ Bat.					



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	9	Certification	n Number	7 7 7	770			
		Make Applied Concepts		Model Stalker-II Type (1-IV) (SDR) or MDR (III) or IV			Directional radar Yes □ No			
2 DEVICE ID		Counting unit S/N		Antenna-1 S/N N/A			Antenna-2 S/N	N/A		
3 TUN	§ 2.4 / § 5.4	Low speed fork S/N La		date calib. Freq. (Hz)		Speed (mp	bh) Measured (Hz)			
	TUNING FORK CALIBRATION	High speed fork S/N	Last	date calib.	Freq. (Hz)		Speed (mp	oh) Measured (Hz)	PASS	FAIL
						Lo for	k	High fork		
	Stationom; mode	Fork speed (mph		25			40			
-	§ 2.5 / § 5.5	Stationary mode	Disp. Speed (mph)		25			40.		
4 RADAR DEVIC TUNING FORK TESTS	TUNING FORK	Moving mode Opposite Direction		ET SPEED - Lo fork)	Expected. (mph) 15			Displayed. (mph) N/A	PASS	FAI
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Ho fork - Lo fork		Expected. (mph) 65			Displayed. (mph) N/A		
	§ 2.6.1. / § 5.6.1	Standard supply Voltage (V) 13	3.6 V	Antenna I Freq. GHz 3	4.74	Antenna 2 Freq. GHz N/A				
5	TRANSMISSION	Standard supply		Antenna 1 Freq. GHz 34. 747		Antenn	Antenna 2 Freq. GHz N/A		FAI	
FREQUENCY STABILITY		Voltage – 20% (V) 10.8 V Standard supply voltage + 20% (V) 16.3 V		Antenna 1			Antenn	a 2		
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec.	Antenna 1			7	Antenn Power	a 2 (mW/cm) N/A	PASS	FA
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec.	7 V	LVA activates (V) received Doppler signal -adjustment control				eactivates 6.	PASS	FA
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correla	ates with r					PASS	FA	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	B. Functioning audio volume-adjustment control Mfg. Spec. PASS Test results PASS						PASS	FA	
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 ∠ Yes □ No □ N.A. ∠ Yes □ No □ N.A.						PASS	FA	
	DIRECTIONAL	Stationary mode: target channel (mph)		Low speed spec. 12			Lo spec	ed disp /2	PASS	EAU
				Hi speed spee. 200			Hi spee	ed disp. Z OO		
	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8	Moving Mode target channel (mph)		Low speed spec. 20			Lo spec	ed disp. N/A		
	LOW AND HIGH SPEED DISPLAY			Hi speed spec. 200(C)			Hi spec	Hi speed disp. N/A		FAI
	TEST	Moving Mode:		Low speed spec. 15			Lo spec	Lo speed disp. N/A		
		patrol channel (mph)	Hi speed spec.				Hi speed disp. N/A			
12	§ 2.13 / § 5.13 RFI_TEST								PASS	FA
13	LABORATORY COMMENTS									
14	NHŢSA/IACP CERTIFICATION	This radar device Highway Safety A	meets o	r exceeds the tration. Cal	e minim ifornia V	al op	erational le Code So		tional Traffic	FAI
15	INVENTORY	□ Fork Cert □ Carrying Case	□ Manua	l □ 2 ⁿ (please list)	d Ant.		Remote	□ Bat.		



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