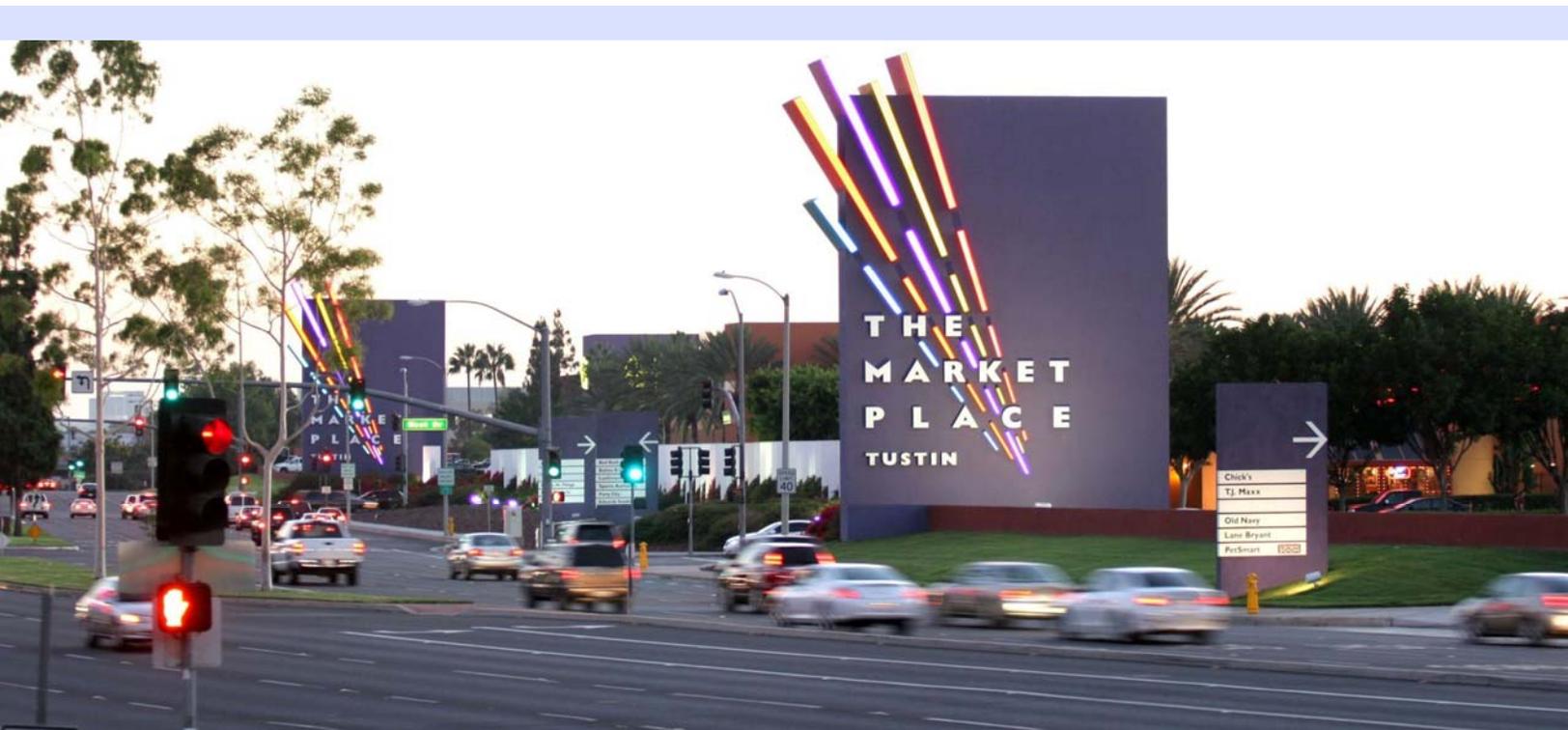


# 2025 Engineering & Traffic Survey

Prepared for the  
**City of Tustin**



January 2025





January 8, 2025

Mr. Kenny T. Nguyen, P.E.  
City Engineer  
Public Works Department  
City of Tustin  
300 Centennial Way  
Tustin, California 92780

**RE: 2025 Engineering and Traffic Survey**

Dear Mr. Nguyen:

As requested, AGA Engineers, Inc. (AGA) has completed an Engineering and Traffic Survey to justify and update the posted speed limits along 142 street segments in the City of Tustin. The previous Citywide survey was approved in January 2020 and now requires an update to comply with the 5-year limitation set forth in the California Vehicle Code (CVC). A separate Engineering and Traffic Survey was conducted for Moffett Drive which was approved by Tustin City Council on November 21, 2023 (Resolution No. 23-55). This survey for Moffett Drive remains valid until November 21, 2028 and is included in the appendices.

We are pleased to submit the enclosed report which describes the 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 recommendations are provided in the Appendices.

The surveys were conducted in accordance with the applicable provisions of the CVC, following procedures outlined in the latest California Manual on Uniform Traffic Control Devices, as required by Section 627 of the CVC. This report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar or other electronic devices for traffic speed enforcement.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "RP", with a long horizontal flourish extending to the right.

Ruben Perales, P.E., T.E.  
*Vice President*

AGA Engineers, Inc.  
211 Imperial Highway, Suite 208, Fullerton, CA 92835  
(714) 992-4592 Email: [aga@agaengineersinc.com](mailto:aga@agaengineersinc.com)



## CERTIFICATION

I, Ruben Perales, do hereby certify that this Engineering and Traffic Survey for the City of Tustin was performed under my supervision and is accurate and complete. I certify that I am both experienced in performing surveys of this type and duly registered in the State of California as a professional Traffic Engineer.

A handwritten signature in black ink, appearing to be "RP" with a stylized flourish.

1/8/2025

Ruben Perales  
RCE #83169, RTE #2838

Date



Traffic No. 2838



City of Tustin  
Public Works Department

**ENGINEERING DIVISION CERTIFICATION**

I, Kenny T. Nguyen, have examined and reviewed the following Engineering and Traffic Survey dated January 8, 2025, for the City of Tustin. I find that this study follows the procedures established by the California Vehicle Code (CVC) and the State of California Department of Transportation (Caltrans) California Manual on Uniform Traffic Control Devices in order to establish speed limits. Further, I find that this study follows standard traffic engineering guidelines and practices and, therefore, is within the policies of the City of Tustin. I certify that this study has been conducted under my direction and that I am experienced in surveys of this type and that I am duly registered in the State of California as a professional Civil Engineer.

A handwritten signature in black ink, appearing to read "Kenny T. Nguyen".

Kenny T. Nguyen, P.E.  
City Engineer  
RCE #66036, Exp 6/30/2026

January 8, 2025

Date





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## SECTION 1.0 – INTRODUCTION

The purpose of this report is to document the results of an Engineering and Traffic Survey (E&TS) conducted to update the speed limits that will be expiring in the year 2025 at various segments throughout the City of Tustin.

The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within city boundaries. Roadways within business and residential districts have an established speed limit of 25 miles per hour, while alleys and blind intersections are 15 miles per hour. Both speed limits are designated by California law. As such they are not typically included in the study. Intermediate speed limits between 15 and 65 miles per hour may be established by local authorities based on engineering and traffic surveys.

It is a common belief that posting speed limit traffic signs will influence drivers to drive at that speed; however, the facts indicate otherwise. Driver behavioral research conducted in many parts of this country over a span of several decades shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions in choosing the speed at which a person drives. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods. Excerpts from the CVC regarding regulations governing speed limits and definition of terms used in speed zone surveys are detailed in **Appendix A**.

This report contains sufficient information to document that the conditions of the latest edition of the CVC Section 627 have been satisfied and that other conditions not readily apparent to motorists are properly identified. To legally use radar for speed enforcement, Section 40802 of the CVC requires that speed limits be established per Sections 22357 and 22358 of the CVC. The limits must be justified by an E&TS conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period up to seven or fourteen years depending on specific criteria<sup>1</sup>.

The latest edition of the CVC has highlighted bicycle and pedestrian safety as part of the study, and this aspect was considered as a part of this report. Additionally, effective January 1, 2022, several of the CVC sections mentioned above were amended and additional sections were added related to traffic safety and speed limits. These changes to the CVC were made in accordance with Assembly Bill No. 43 (AB 43) which was approved by the State of California on October 8, 2021. AB 43 is included in Appendix A for reference. The following are some key highlights of AB 43:

- Allows a prima facie speed limit of 25 mph on State highways located in any business or residential district.
- Authorizes Caltrans and a local authority to declare a speed of 20 or 15 mph on State highways.
- Authorizes a lower speed limit on a section of highway contiguous to a business activity district. Definition of “business activity district” is identified in AB 43 text.

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<sup>1</sup> Refer to Appendix A for specific survey criteria.



- Authorizes a local authority to further reduce the speed limit beyond the 5-mph reduction after June 30, 2024, if certain conditions are met.
- Extends the validity of speed surveys from 10 years to 14 years if evaluated by a registered engineer.
- Local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

The current study will validate and/or decrease the existing speed limits along the study segments based on the data and results of this survey. In addition, the existing segment of Park Avenue between Warner Avenue and Victory Road has been extended to include the recently constructed street segment between Victory Road and Moffett Drive. Similarly, the existing segment of Armstrong Avenue between Valencia Avenue and Warner Avenue has been extended to include the recently constructed street segment between Warner Avenue and Barranca Parkway. The surveys were conducted in Fall of 2024.

Spot speed surveys were taken at the project segments throughout the City of Tustin in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The data was collected per CVC requirements and the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD), Revision 8. Sections of the CA MUTCD detailing regulations for conducting the required "Engineering and Traffic Survey" are presented in **Appendix B**.

The actual speed zone surveys were conducted by National Data & Surveying Services (NDS). A California registered traffic engineer from AGA reviewed the streets, the survey data, and the crash statistics to arrive at the recommended speed limits for each segment.



## SECTION 2.0 – STUDY METHODOLOGY

The study involved three categories of data collection and analysis: (1) geometric and characteristic street surveillance; (2) collision rate analysis; and (3) spot speed survey.

The street surveillance process used field observations to determine the existing roadway characteristics, condition and placement of signs and pavement markings, land uses, pedestrian and bicycle activity, and other roadway characteristics that may not be readily apparent to motorists.

Historical collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the period from January 1, 2021, to December 31, 2023 (i.e., three years) for the roadway segments. The collision rate was calculated and considered in recommending the speed limit by using the average daily traffic (ADT) volumes collected as part of the project.

Spot speed surveys, utilizing a calibrated radar gun, were conducted at one hundred and forty-two (142) segment locations to determine existing vehicular travel speeds. A copy of the “Traffic Radar Certification” is provided in **Appendix C**. Typically, a minimum of 100 observations were recorded, 50 for each direction of travel, on all the streets included in the study. This data was used to calculate statistical information such as the 85th percentile travel speed, 10 mile per hour (mph) pace speed, percentage of vehicles within the 10-mph pace, median speed, and other pertinent data for analysis.



## SECTION 3.0 – SURVEY RESULTS

### 3.1 Street Surveillance

Section 2B.13 “Speed Limit Signs” of the CA MUTCD (see Appendix B) states that the speed limit should be established at the nearest five mile per hour increment (rounded per standard mathematical practice) to the 85th percentile speed recorded during the spot speed survey. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further change in speed. Whenever such factors are considered to establish the speed limit, they should be documented in the speed survey or in the accompanying engineering report.

The survey streets were reviewed by Mr. Ruben Perales, P.E., T.E, Vice President at AGA Engineers, Inc., who is a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver, land use types adjoining the street (commercial, residential, school zone, parks, etc.), and type of roadway (divided, undivided, number of lanes, etc.) were recorded as part of the study. The roadway characteristics were used to determine if any physical conditions warranted consideration of a five mile per hour reduction of the recommended speed in accordance with CVC Section 627 and if roadway segments have changed since the preparation of the previous E&TS dated January 2020. The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Traffic Survey Summary sheets in **Appendix D**.

### 3.2 Accident Rate Analysis

The collision rate for each speed survey segment was determined using the most recent available collision records as required by CVC Section 627. The mid-block collision totals are based on a review of the collision reports from SWITRS from January 1, 2021, to December 31, 2023. Subsequently, these totals were used to calculate the mid-block collision rate, which also uses ADT volume data. ADT counts for conducted for all project segments and are included in **Appendix E**. The mid-block collision rate for each street surveyed was calculated in terms of “collisions per million vehicle miles traveled” (C/MVM) and is shown on the Engineering and Traffic Survey Summary Reports. The following shows a sample calculation.

The rate was calculated using the following equation:

$$\text{Collision Rate} = \frac{\text{Number of Midblock Collisions} \times 10^6}{24\text{-hour volume} \times 365 \times \text{segment length} \times \text{number of years}}$$

The number of mid-block collisions is based on three years’ collision data (January 1, 2021, to December 31, 2023), recent 24-hour traffic volume (for both directions) within the survey segment, and the segment’s length given in miles.



**Example:**

Segment: Bryan Avenue between Main Street and Red Hill Avenue:

$$\begin{aligned} \text{Collision Rate} &= \frac{2 \times 10^6}{15,286 \times 365 \times 0.35 \times 3} \\ &= 0.34 \text{ C/MVM} \end{aligned}$$

The Average Expected Collision Rate for this segment is 0.66 and is based on the “2021 Collision Data on California State Highways<sup>2</sup>. Therefore, the calculated collision rate of 0.34 is below the expected rate for this segment which makes the segment a low accident rate.

The results of the collision rate calculations, including the Average Expected Collision Rates for each type of roadways, are shown in **Table 1** on the following page and detailed in Appendix E. The following Average Expected Collision Rates were obtained from “2021 Collision Data on California State Highways” for Orange County published by the California Department of Transportation (Caltrans):

- ◆ Conventional 2 lanes or less (<45 mph): 1.07 C/MVM
- ◆ Conventional 2 lanes or less (≥ 45 mph): 0.61 C/MVM
- ◆ Conventional 3 lanes 1.61 C/MVM
- ◆ Undivided 4 lanes (<45 mph): 0.66 C/MVM
- ◆ Undivided 4 lanes (≥ 45 mph): 0.77 C/MVM
- ◆ Divided 4 lanes (<45 mph): 0.64 C/MVM
- ◆ Divided 4 lanes (≥ 45 mph): 0.93 C/MVM
- ◆ Divided 5 lanes or more (<45 mph): 0.75 C/MVM
- ◆ Divided 5 lanes or more (≥ 45 mph): 0.87 C/MVM

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<sup>2</sup> 2021 Collision Data on California State Highways, State of California Department of Transportation.



**City of Tustin  
Table 1. 2024 Speed Zone Survey - Collision Survey Analysis**

Street	No.	Location	Distance (mile)	Distance (feet)	ADT	Collisions <sup>1</sup> 3 yrs Total	Collision Rate	Expected <sup>2</sup> Col. Rate
<b>Armstrong Avenue</b>	1	Barranca Parkway to Valencia Avenue	1.12	5,898	2,951	0	0.00	0.93
<b>Auto Center Drive (East)</b>	2	El Camino Real to Auto Center Drive (South)	0.20	1,056	3,500	0	0.00	1.07
<b>Auto Center Drive (North)</b>	3	North Intersection to Auto Center Drive (West)	0.10	528	4,100	0	0.00	1.07
<b>Auto Center Drive (South)</b>	4	West Intersection to End of Street	0.20	1,056	2,800	0	0.00	1.07
<b>Browning Avenue</b>	5	Bryan Avenue to El Camino Real	0.50	2,640	2,823	1	0.65	0.66
	6	Nisson Road to Walnut Avenue	0.50	2,640	6,270	0	0.00	1.07
<b>Bryan Avenue</b>	7	Newport Avenue to Main Street	0.10	528	5,976	0	0.00	1.07
	8	Main Street to Red Hill Avenue	0.35	1,848	15,286	2	0.34	0.66
	9	Red Hill Avenue to Farmington Road	0.40	2,112	15,537	0	0.00	0.93
	10	Farmington Road to Browning Avenue	0.25	1,320	15,537	0	0.00	0.93
	11	Browning Avenue to Myford Road	0.75	3,960	16,837	1	0.07	0.93
	12	Myford Road to Jamboree Road	0.30	1,584	17,537	1	0.17	0.93
<b>Centennial Way</b>	13	First Street to Main Street	0.25	1,320	4,258	0	0.00	1.07
<b>Chambers Road</b>	14	Michelle Drive to Franklin Avenue	0.30	1,584	1,500	0	0.00	1.07
<b>Del Amo Avenue</b>	15	Edinger Avenue to Newport Avenue-SR-55 Ramps	0.40	2,112	5,374	1	0.42	0.64
<b>Dow Avenue</b>	16	Franklin Avenue to Myford Road	0.60	3,168	1,900	0	0.00	1.07
<b>Edinger Avenue</b>	17	W/O Newport Avenue-WCL to Red Hill Avenue	0.25	1,320	24,765	4	0.59	0.87
	18	Red Hill Avenue to 1500' E/O Red Hill Avenue	0.30	1,584	23,443	5	0.65	0.87
	19	1500' E/O Red Hill Avenue to Kensington Park Drive	0.45	2,376	23,443	3	0.26	0.87
	20	Kensington Park Drive to Jamboree Road	1.00	5,280	22,449	2	0.08	0.87
	21	Jamboree Road to Harvard Avenue	0.30	1,584	25,738	0	0.00	0.87
<b>El Camino Real</b>	22	First Street to Main Street	0.25	1,320	5,477	0	0.00	1.07
	23	Main Street to Newport Avenue	0.30	1,584	7,713	0	0.00	1.07
	24	Newport Avenue to Red Hill Avenue	0.51	2,693	13,386	8	1.07	0.66
	25	Red Hill Avenue to Browning Avenue	0.50	2,640	10,829	4	0.67	1.07
	26	Browning Avenue to Tustin Ranch Road	0.45	2,376	7,721	2	0.53	0.66
	27	Tustin Ranch Road to Myford Road	0.25	1,320	19,677	0	0.00	0.66
	28	Myford Road to Jamboree Road	0.30	1,584	24,508	2	0.25	0.66
<b>First Street</b>	29	W/O Tustin Avenue to El Camino Real	0.54	2,851	15,394	5	0.55	0.64
	30	El Camino Real to Centennial Way	0.28	1,478	13,755	0	0.00	0.64
	31	Centennial Way to Newport Avenue	0.24	1,267	13,755	1	0.28	0.64
	32	Newport Avenue to Charloma Drive	0.50	2,640	5,947	2	0.61	0.66
<b>Franklin Avenue</b>	33	Michelle Drive to Walnut Avenue	0.50	2,640	2,641	4	2.77	1.07
	34	Walnut Avenue to Dow Avenue	0.25	1,320	6,093	2	1.20	1.07
<b>Heritage Way</b>	35	Tustin Ranch Road to Myford Road	0.30	1,584	1,984	0	0.00	1.07
	36	Myford Road to Bryan Avenue	0.25	1,320	1,712	0	0.00	1.07
<b>Holt Avenue</b>	37	N/O Warren Avenue to Irvine Boulevard	0.50	2,640	10,247	1	0.18	0.66
	38	Irvine Boulevard to Newport Avenue	0.10	528	5,067	1	1.80	0.66
<b>Irvine Boulevard</b>	39	SR-55 (West City Limit) to Prospect Avenue	0.58	3,062	26,152	7	0.42	0.75
	40	Prospect Avenue to Newport Avenue	0.60	3,168	25,450	5	0.30	0.75
	41	Newport Avenue to Charloma Drive	0.30	1,584	36,193	2	0.17	0.75
	42	Charloma Drive to Red Hill Avenue	0.13	686	36,193	4	0.78	0.75
	43	Browning Avenue to Tustin Ranch Road	0.79	4,171	33,646	3	0.10	0.93
	44	Tustin Ranch Road to Jamboree Road	0.64	3,379	27,320	3	0.16	0.87

<sup>1</sup> Collision Data from January 1, 2021 to December 31, 2023

<sup>2</sup> Source: 2021 Collision Data on California State Highways, State of California Department of Transportation.



**City of Tustin**  
**Table 1. 2024 Speed Zone Survey - Collision Survey Analysis**

Street	No.	Location	Distance (mile)	Distance (feet)	ADT	Collisions <sup>1</sup> 3 yrs Total	Collision Rate	Expected <sup>2</sup> Col. Rate
<b>Jamboree Road</b>	45	North City Limit to Pioneer Road	0.51	2,693	18,903	1	0.09	0.93
	46	Pioneer Road to Patriot Way	0.63	3,326	18,903	2	0.15	0.93
	47	Patriot Way to Tustin Ranch Road	0.75	3,960	20,473	0	0.00	0.93
	48	Tustin Ranch Road to Champion Way	0.62	3,274	18,777	1	0.08	0.87
	49	Champion Way to Irvine Boulevard	0.35	1,848	23,139	3	0.34	0.87
	50	Irvine Boulevard to Bryan Avenue	0.39	2,059	38,890	2	0.12	0.87
	51	Bryan Avenue to I-5 (City Limit)	0.30	1,584	67,041	5	0.23	0.75
	52	OCTA/SCRRA Railway to Barranca Parkway	1.60	8,448	74,989	13	0.10	0.87
<b>Keller Drive</b>	53	Robinson Drive to Jamboree Road	0.25	1,320	500	0	0.00	1.07
<b>Kensington Park Drive</b>	54	Valencia Avenue to Edinger Avenue	0.20	1,056	7,057	0	0.00	0.64
<b>Legacy Road</b>	55	Warner Avenue to Tustin Ranch Road	0.30	1,584	3,278	0	0.00	0.64
<b>Main Street</b>	56	West City Limit to Williams Street	0.24	1,267	7,000	0	0.00	1.07
	57	Williams Street to Myrtle Avenue	0.46	2,429	10,676	0	0.00	1.07
	58	Myrtle Avenue to Prospect Avenue	0.53	2,798	10,676	0	0.00	1.07
	59	Prospect Avenue to Newport Avenue	0.25	1,320	9,445	0	0.00	1.07
	60	Newport Avenue to Bryan Avenue	0.30	1,584	9,894	4	1.23	0.66
<b>McFadden Avenue</b>	61	West City Limit to SR-55	0.60	3,168	24,034	0	0.00	0.64
	62	SR-55 to Newport Avenue	0.40	2,112	19,127	0	0.00	0.64
<b>Michelle Drive</b>	63	Chambers Road to Franklin Avenue	0.10	528	13,090	0	0.00	1.07
	64	Franklin Avenue to Myford Road-East City Limit	0.20	1,056	5,443	0	0.00	0.77
<b>Mitchell Avenue</b>	65	Newport Avenue to Red Hill Avenue	0.50	2,640	6,330	1	0.29	1.07
	66	Red Hill Avenue to Browning Avenue	0.50	2,640	5,995	2	0.61	1.07
<b>Myford Road</b>	67	Irvine Boulevard to Bryan Avenue	0.40	2,112	7,319	2	0.62	0.64
	68	Bryan Avenue to El Camino Real	0.10	528	6,763	0	0.00	0.64
	69	Michelle Drive to Dow Avenue	0.70	3,696	2,734	0	0.00	0.64
<b>Newport Avenue</b>	70	N/O Warren Avenue to Old Irvine Boulevard	0.30	1,584	28,515	0	0.00	0.93
	71	Old Irvine Boulevard to Bryan Avenue	0.80	4,224	25,891	4	0.18	0.75
	72	Bryan Avenue to El Camino Real	0.50	2,640	27,716	5	0.33	0.75
	73	El Camino Real to Sycamore Avenue	0.70	3,696	29,646	7	0.31	0.75
	74	Sycamore Avenue to 1100' S/O Sycamore Avenue	0.20	1,056	12,100	1	0.38	1.07
	75	Edinger Avenue to Del Amo Avenue-SR-55 Ramps	0.20	1,056	15,180	0	0.00	0.75
	76	Del Amo Avenue-SR-55 Ramps to Valencia Avenue	0.20	1,056	12,100	0	0.00	0.75
<b>Nisson Road</b>	77	Pasadena Avenue to just north of B Street	0.30	1,584	3,700	3	2.47	1.07
	78	Newport Avenue to Red Hill Avenue	0.50	2,640	5,653	1	0.32	1.07
	79	Red Hill Avenue to Browning Avenue	0.50	2,640	6,860	1	0.27	1.07
<b>Old Irvine Boulevard</b>	80	Newport Avenue to Irvine Boulevard	0.10	528	11,368	1	0.80	0.64
<b>Park Avenue</b>	81	Moffett Drive to Warner Avenue	0.48	2,534	8,584	0	0.00	0.64
	82	Warner Avenue to District Drive	0.30	1,584	9,358	9	2.93	0.64
	83	District Drive to Tustin Ranch Road	0.15	792	12,127	2	1.00	0.64
<b>Parkcenter Lane</b>	84	Tustin Ranch Road to Bryan Avenue	0.25	1,320	1,629	1	2.24	1.07
	85	Bryan Avenue to El Camino Real	0.25	1,320	2,004	2	3.65	1.07
<b>Pasadena Avenue</b>	86	McFadden Avenue to Sycamore Avenue	0.25	1,320	13,463	7	1.90	0.66
<b>Patriot Way</b>	87	Pioneer Road to Jamboree Road	0.10	528	1,901	0	0.00	1.07
<b>Pioneer Road</b>	88	Jamboree Road to Patriot Way	0.60	3,168	2,512	0	0.00	1.07
	89	Patriot Way to Peters Canyon Road	0.50	2,640	2,542	1	0.72	1.07
	90	Peters Canyon Road to Pioneer Way	0.30	1,584	5,156	0	0.00	1.07
<b>Pioneer Way</b>	91	Tustin Ranch Road to Pioneer Road	0.10	528	9,422	0	0.00	0.64
<b>Portola Parkway</b>	92	Tustin Ranch Road to Jamboree Road	0.25	1,320	10,925	0	0.00	0.64

<sup>1</sup> Collision Data from January 1, 2021 to December 31, 2023

<sup>2</sup> Source: 2021 Collision Data on California State Highways, State of California Department of Transportation.



**City of Tustin**  
**Table 1. 2024 Speed Zone Survey - Collision Survey Analysis**

Street	No.	Location	Distance (mile)	Distance (feet)	ADT	Collisions <sup>1</sup> 3 yrs Total	Collision Rate	Expected <sup>2</sup> Col. Rate
<b>Prospect Avenue</b>	93	Anglin Lane-NCL to 17th Street	0.20	1,056	6,688	0	0.00	1.07
	94	17th Street to Amaganset Way	0.50	2,640	9,222	0	0.00	0.66
	95	Amaganset Way to Irvine Boulevard	0.20	1,056	9,222	1	0.50	0.66
	96	Irvine Boulevard to First Street	0.15	792	7,972	0	0.00	0.66
	97	First Street to Main Street	0.25	1,320	4,277	5	4.27	1.07
<b>Red Hill Avenue</b>	98	N/O Irvine Boulevard to Bryan Avenue	0.50	2,640	18,304	0	0.00	0.66
	99	Bryan Avenue to El Camino Real	0.40	2,112	20,747	2	0.22	0.75
	100	El Camino Real to Mitchell Avenue	0.30	1,584	34,912	4	0.35	0.75
	101	Mitchell Avenue to Walnut Avenue	0.25	1,320	26,317	0	0.00	0.75
	102	Walnut Avenue to Sycamore Avenue	0.25	1,320	30,567	2	0.24	0.75
	103	Sycamore Avenue to Edinger Avenue	0.30	1,584	30,567	2	0.20	0.75
	104	Edinger Avenue to Valencia Avenue	0.40	2,112	21,703	1	0.11	0.87
	105	Valencia Avenue to Warner Avenue	0.50	2,640	23,835	2	0.15	0.87
106	Warner Avenue to Barranca Parkway	0.50	2,640	23,023	1	0.08	0.87	
<b>Robinson Drive</b>	107	Irvine Boulevard to Jamboree Road	0.50	2,640	4,629	1	0.39	1.07
<b>San Juan Street</b>	108	Newport Avenue to Red Hill Avenue	0.50	2,640	3,915	1	0.47	1.07
	109	Red Hill Avenue to Browning Avenue	0.50	2,640	4,529	2	0.81	1.07
<b>17th Street</b>	110	SR-55-West City Limit to Yorba Street North	0.10	528	38,861	3	0.71	0.75
	111	Yorba Street North to Prospect Avenue North	0.46	2,429	31,711	9	0.56	0.75
<b>Sycamore Avenue</b>	112	Newport Avenue to Red Hill Avenue	0.50	2,640	8,892	12	2.46	1.07
<b>Tustin Ranch Road</b>	113	Jamboree Road to Rawlings Way	0.73	3,854	12,090	1	0.10	0.87
	114	Rawlings Way to La Colina Drive	0.63	3,326	22,117	0	0.00	0.87
	115	La Colina Drive to Irvine Boulevard	0.30	1,584	22,983	3	0.40	0.87
	116	Irvine Boulevard to Bryan Avenue	0.50	2,640	28,675	1	0.06	0.87
	117	Bryan Avenue to I-5	0.28	1,478	34,366	6	0.57	0.87
	118	I-5 to Walnut Avenue	0.80	4,224	41,988	3	0.08	0.87
	119	Walnut Avenue to Valencia Avenue	0.75	3,960	33,978	2	0.07	0.87
	120	Valencia Avenue to Victory Road	0.50	2,640	28,663	2	0.13	0.87
	121	Victory Road to Warner Avenue	0.30	1,584	28,485	3	0.32	0.87
	122	Warner Avenue to Park Avenue	0.30	1,584	20,813	0	0.00	0.87
	123	Park Avenue to Barranca Parkway	0.20	1,056	23,676	2	0.39	0.87
<b>Valencia Avenue</b>	124	Newport Avenue to Red Hill Avenue	0.30	1,584	7,706	1	0.40	0.93
	125	Red Hill Avenue to Armstrong Avenue-Severyns Road	0.35	1,848	10,156	1	0.26	0.93
	126	Armstrong Avenue-Severyns Road to Kensington Park Drive	0.47	2,482	11,761	0	0.00	0.93
	127	Kensington Park Drive to Tustin Ranch Road	0.15	792	15,695	2	0.78	0.93
<b>Vandenberg Lane</b>	128	Yorba Street to Prospect Avenue	0.25	1,320	1,804	0	0.00	1.07
<b>Victory Road</b>	129	Tustin Ranch Road to Park Avenue	0.20	1,056	1,904	0	0.00	0.64
	130	Red Hill Avenue to Armstrong Avenue	0.35	1,848	691	0	0.00	0.93
<b>Walnut Avenue</b>	131	Newport Avenue to Red Hill Avenue	0.50	2,640	16,360	3	0.33	0.66
	132	Red Hill Avenue to Browning Avenue	0.50	2,640	13,796	0	0.00	0.64
	133	Browning Avenue to Tustin Ranch Road	0.40	2,112	16,834	0	0.00	0.64
	134	Tustin Ranch Road to Myford Road	0.50	2,640	13,179	1	0.14	0.64
<b>Warner Avenue</b>	135	Red Hill Avenue to Tustin Ranch Road	1.06	5,597	7,888	2	0.22	0.87
	136	Tustin Ranch Road to Park Avenue	0.10	528	16,754	0	0.00	0.75
<b>Williams Street</b>	137	Main Street to McFadden Avenue	0.50	2,640	6,622	10	2.76	1.07
<b>Yorba Street</b>	138	S/O Santa Clara Ave (North City Limit) to 17th Street	0.50	2,640	8,027	2	0.46	0.66
	139	17th Street to Jacaranda Avenue	0.25	1,320	4,971	0	0.00	0.64
	140	Jacaranda Avenue to Amaganset Way	0.35	1,848	4,971	0	0.00	0.66
	141	Amaganset Way to Irvine Boulevard	0.15	792	5,349	0	0.00	0.66
	142	Irvine Boulevard to First Street	0.15	792	6,316	0	0.00	0.64

<sup>1</sup> Collision Data from January 1, 2021 to December 31, 2023

<sup>2</sup> Source: 2021 Collision Data on California State Highways, State of California Department of Transportation.



### 3.3 Spot Speed Survey

Spot speed surveys were conducted at each street segment to assess the actual behavior of the majority of motorists. A reasonable and effective speed limit is based on the premise that a speed limit, thus established, conforms to the actual behavior of the majority of motorists. The speed limit should typically be established at the five mph increment nearest the 85th percentile speed recorded for the surveyed segment. However, engineering judgment and other factors such as street surveillance (Section 3.1) and collision rates (Section 3.2) may indicate the need for further reduction in establishing reasonable and effective speed limits.

The criteria used in conducting the radar survey are listed in Appendix B. The information collected and data calculated for the radar speed survey are as follows:

- |                                   |  |
|-----------------------------------|--|
| ◆ Date and time of speed survey   | ◆ Collision history and rate                 |
| ◆ Direction of survey             | ◆ Posted speed limit                         |
| ◆ Number of vehicles observed     | ◆ Average speed                              |
| ◆ Pedestrian and bicycle activity | ◆ Range of speeds                            |
| ◆ Road description                | ◆ 50th and 85 <sup>th</sup> Percentile speed |
| ◆ Average Daily Traffic           | ◆ 10 mph and percent over pace speed         |

Appendix D contains information about vehicular speed data observed, collision data, street classification, and any unusual conditions at the location.

## SECTION 4.0 – SURVEY FINDINGS AND RECOMMENDATIONS

In accordance with the State-imposed speed limit establishment regulation as defined by CVC Section 627 and the recently adopted Assembly Bill No. 43, there are several factors that may be considered to justify setting the prima facie speed limits five miles per hour below the observed 85th percentile speed.

It should be noted that the regulations found in Appendix B also state that “the establishment of a speed limit of five mph below the 85<sup>th</sup> percentile speed should be done with great care”.

The factors to be considered are:

- |   |  |
|---|--|
| - Most recent accident record (mid-block) | - Profile condition                              |
| - Roadway design speed                    | - Intersection spacing offsets                   |
| - Safe stopping sight distance            | - Commercial driveway characteristics (land use) |
| - Super-elevation                         | - Pedestrian traffic with and without sidewalks  |
| - Grades                                  | - Pedestrian and bicycle safety                  |
| - Shoulder condition                      |  |

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix D. The 85th percentile speed and the above factors were considered in



verifying existing speed limits and recommending speed limit changes (increase or decrease). The 2024 Accident Survey Analysis (Table 1) lists the total number of accidents, calculated accident rate, and the expected accident rate. **Table 2** on the next page shows the surveyed road segments with posted and recommended speed limits. California Vehicle Code sections are defined in Appendix A.

#### 4.1 Speed Limit Signing

All California motorists are required to know the basic 15, 25, and 65 mph statutory or prima facie speed laws and are tested on the subject when applying for a driver’s license. The maximum speed limit on most California highways is 65 mph. However, drivers are permitted to travel 70 mph where posted as such. Unless otherwise posted, the maximum speed limit in California is 55 mph on two-lane undivided highways and for vehicles towing trailers – provided the street is not within a business or residential district. Consequently, speed limit signs covering these prima facie conditions need not be posted on city streets. Although not required by law, speed limit signs for these limits can be posted by a jurisdiction when an engineer determines doing so would enhance public awareness and compliance of the basic speed law.

Typically, such postings occur upon streets that have the following:

- Significant daily vehicular traffic volumes
- Significant grades
- Safe stopping sight distance
- Other unusual characteristics
- Cut-through traffic problems
- Continued violation of 25 mph speed zones
- Commercial driveway characteristics (land use)



**Table 2: 2024 City of Tustin Segment Spot Speed Survey**

Street	No	Location	Direction	Date	10-Mile Pace (mph)	10-Mile % in Pace (mph)	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
<b>Armstrong Avenue</b>	1	Barranca Parkway to Valencia Avenue	N/S	9/17/2024	40-49	81	44	48	45	45	No change, BL, CVC 22358.6(c)
<b>Auto Center Drive (East)</b>	2	El Camino Real to Auto Center Drive (South)	N/S	9/12/2024	20-29	74	24	29	30	25	Decrease, OP, MD, Auto Mall, CVC 22358.6(c)
<b>Auto Center Drive (North)</b>	3	North Intersection to Auto Center Drive (West)	E/W	10/3/2024	18-27	75	24	30	30	25	Decrease, OP, MD, Auto Mall, CVC 22358.6(b)
<b>Auto Center Drive (South)</b>	4	West Intersection to End of Street	E/W	10/2/2024	22-31	79	27	32	30	25	Decrease, OP, MD, HC, Auto Mall, CVC 22358.6(b)
<b>Browning Avenue</b>	5	Bryan Avenue to El Camino Real	E/W	9/16/2024	30-39	60	33	40	40	40	No change, OP, SCH, CVC 22358.6(a)
	6	Nisson Road to Walnut Avenue	E/W	9/10/2024	26-35	69	29	35	30	30	No change, OP, SCH, DP, CVC 22358.6(b)
<b>Bryan Avenue</b>	7	Newport Avenue to Main Street	N/S	9/9/2024	29-38	92	33	37	35	35	No change, OP, CVC 22358.6(a)
	8	Main Street to Red Hill Avenue	N/S	9/9/2024	34-43	70	37	42	40	40	No change, BR, PRK, CVC 22358.6(a)
	9	Red Hill Avenue to Farmington Road	N/S	9/10/2024	40-49	78	44	48	45	45	No change, BS, BL, CVC 22358.6(c)
	10	Farmington Road to Browning Avenue	N/S	9/10/2024	38-47	72	42	46	45	45	No change, BL, SCH, CVC 22358.6(a)
	11	Browning Avenue to Myford Road	N/S	9/11/2024	36-45	75	40	44	45	45	No change, BL, CVC 22358.6(a)
	12	Myford Road to Janboree Road	N/S	9/11/2024	32-53	67	40	48	45	45	No change, BL, CVC 22358.6(c)
<b>Centennial Way</b>	13	First Street to Main Street	N/S	9/9/2024	27-36	67	30	34	30	30	No change, OP, MD, CVC 22358.6(c)
<b>Chambers Road</b>	14	Michelle Drive to Franklin Avenue	N/S	9/19/2024	25-34	66	28	34	35	35	No change, HC, MD, CVC 22358.6(a)
<b>Del Amo Avenue</b>	15	Edinger Avenue to Newport Avenue-SR-55 Ramps	N/S	9/9/2024	29-38	68	34	38	40	35	Decrease, BL, HC, CVC 22358.6(c)
<b>Dow Avenue</b>	16	Franklin Avenue to Myford Road	N/S	10/2/2024	30-39	63	34	39	40	40	No change, HC, MD, CVC 22358.6(a)
<b>Edinger Avenue</b>	17	W/O Newport Avenue-WCL to Red Hill Avenue	E/W	9/9/2024	33-42	56	40	48	50	50	No change, BL, RR, CVC 22358.6(a)
	18	Red Hill Avenue to 1500' E/O Red Hill Avenue	E/W	9/17/2024	44-53	94	48	51	50	50	No change, BL, HC, CVC 22358.6(a)
	19	1500' E/O Red Hill Avenue to Kensington Park Drive	E/W	9/17/2024	43-52	96	48	51	50	50	No change, BL, CVC 22358.6(a)
	20	Kensington Park Drive to Janboree Road	E/W	9/2/2024	40-59	84	51	54	55	50	Decrease, BL, COS, CVC 22358.6(c)
	21	Janboree Road to Harvard Avenue	E/W	9/10/2024	44-53	88	48	51	50	50	No change, BL, HC, CVC 22358.6(a)
<b>El Camino Real</b>	22	First Street to Main Street	N/S	9/11/2024	15-24	91	19	23	25	25	No change, NR, DP, DD, HP, CVC 22358.6(a)
	23	Main Street to Newport Avenue	N/S	9/11/2024	20-29	86	25	28	30	25	Decrease, NR, DP, DD, HP, CVC 22358.6(c)
	24	Newport Avenue to Red Hill Avenue	N/S	9/11/2024	33-42	82	37	42	40	35	Decrease, SCH, HAR, CVC 22358.6(b)
	25	Red Hill Avenue to Browning Avenue	N/S	9/9/2024	33-42	57	40	46	40	40	No change, HC, MD, CVC 22358.6(b)
	26	Browning Avenue to Tustin Ranch Road	N/S	9/23/2024	33-42	85	38	41	40	40	No change, PRK, HC, CVC 22358.6(a)
	27	Tustin Ranch Road to Myford Road	N/S	9/11/2024	31-40	71	35	40	40	40	No change, CVC 22358.6(a)
	28	Myford Road to Janboree Road	N/S	9/12/2024	30-39	71	32	37	35	35	No change, SHP, CVC 22358.6(a)
<b>First Street</b>	29	W/O Tustin Avenue to El Camino Real	E/W	9/11/2024	26-35	67	32	37	35	35	No change, OP, PRK, CVC 22358.6(a)
	30	El Camino Real to Centennial Way	E/W	9/11/2024	27-36	82	32	36	35	35	No change, OP, CVC 22358.6(a)
	31	Centennial Way to Newport Avenue	E/W	9/9/2024	31-40	90	35	39	35	35	No change, BS, CVC 22358.6(c)
	32	Newport Avenue to Charolma Drive	E/W	9/10/2024	27-36	92	31	35	30	30	No change, HC, OP, RES, CVC 22358.6(b)
<b>Franklin Avenue</b>	33	Michelle Drive to Walnut Avenue	E/W	9/18/2024	28-37	63	33	38	35	35	No change, MD, HAR, CVC 22358.6(c)
	34	Walnut Avenue to Dow Avenue	E/W	9/18/2024	29-38	60	32	38	35	35	No change, DL, MD, CVC 22358.6(c)

BL - bike lane, BR - bike route, BS - bus stop, CHR - church, COS - continuity of speed, DD - downtown district, DP - diagonal parking, HAR - high accident rate, HC - horizontal curve, HP - high pedestrian activity, LD - lane drop, MD - multiple driveways, NR - narrow road, OP - street parking, PAR - park, RES - residential, RR - railroad crossing, SCH - school zone, SHP - shopping center area, VER - vertical curve



**Table 2: 2024 City of Tustin Segment Spot Speed Survey**

Street	No	Location	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Heritage Way	35	Tustin Ranch Road to Myford Road	N/S	9/9/2024	26-35	90	31	34	35	30	Decrease, RES, HC, PRK, CVC 22358.6(c)
	36	Myford Road to Bryan Avenue	N/S	9/12/2024	18-27	49	25	33	35	30	Decrease, RES, HC, CVC 22358.6(c)
Holt Avenue	37	N/O Warren Avenue to Irvine Boulevard	N/S	11/14/2024	37-46	75	42	45	40	40	No change, OP, MD, CVC 22358.6(b)
	38	Irvine Boulevard to Newport Avenue	N/S	11/14/2024	22-31	81	26	30	30	30	No change, MD, HC, HAR, CVC 22358.6(a)
Irvine Boulevard	39	SR-55 (West City Limit) to Prospect Avenue	E/W	9/9/2024	32-41	77	37	41	40	40	No change, CVC 22358.6(a)
	40	Prospect Avenue to Newport Avenue	E/W	9/9/2024	34-43	75	37	42	40	40	No change, CVC 22358.6(a)
	41	Newport Avenue to Charolma Drive	E/W	9/9/2024	32-41	66	35	41	40	40	No change, CVC 22358.6(a)
	42	Charolma Drive to Red Hill Avenue	E/W	9/9/2024	33-42	83	38	42	40	40	No change, CVC 22358.6(a)
	43	Browning Avenue to Tustin Ranch Road	E/W	10/2/2024	33-42	67	38	45	45	45	No change, CVC 22358.6(a)
	44	Tustin Ranch Road to Jamboree Road	E/W	9/9/2024	30-39	45	36	46	45	45	No change, CVC 22358.6(a)
Jamboree Road	45	North City Limit to Pioneer Road	N/S	9/18/2024	47-56	65	53	59	55	55	No change, BL, CVC 22358.6(c)
	46	Pioneer Road to Patriot Way	N/S	9/18/2024	47-56	70	51	56	55	55	No change, BL, CVC 22358.6(a)
	47	Patriot Way to Tustin Ranch Road	N/S	9/17/2024	46-55	71	51	55	55	55	No change, BL, CVC 22358.6(a)
	48	Tustin Ranch Road to Champion Way	N/S	9/18/2024	41-50	61	44	51	50	50	No change, BL, CVC 22358.6(a)
	49	Champion Way to Irvine Boulevard	N/S	9/12/2024	42-51	56	44	50	50	50	No change, BL, CVC 22358.6(a)
	50	Irvine Boulevard to Bryan Avenue	N/S	9/12/2024	37-46	74	42	47	45	45	No change, BL, CVC 22358.6(a)
	51	Bryan Avenue to I-5 (City Limit)	N/S	9/12/2024	30-39	80	36	40	40	40	No change, CVC 22358.6(a)
	52	OCTA/SCRRRA Railway to Barranca Parkway	N/S	9/9/2024	47-56	66	52	59	60	60	No change, CVC 22358.6(a)
Keller Drive	53	Robinson Drive to Jamboree Road	N/S	9/11/2024	22-31	80	27	31	30	30	No change, SCH, CVC 22358.6(a)
Kensington Park Drive	54	Valencia Avenue to Edinger Avenue	E/W	9/17/2024	30-39	90	34	38	40	35	Decrease, SHP, BL, CVC 22358.6(c)
	55	Warner Avenue to Tustin Ranch Road	N/S	9/9/2024	22-31	76	28	33	35	35	No change, CVC 22358.6(a)
Main Street	56	West City Limit to Williams Street	E/W	9/11/2024	29-38	82	33	38	35	35	No change, OP, PRK, CVC 22358.6(c)
	57	Williams Street to Myrtle Avenue	E/W	9/11/2024	32-41	86	36	40	35	35	No change, OP, RES, CVC 22358.6(b)
	58	Myrtle Avenue to Prospect Avenue	E/W	12/11/2024	28-37	89	33	36	30	30	No change, RES, OP, CVC 22358.6(b)
	59	Prospect Avenue to Newport Avenue	E/W	11/14/2024	29-38	68	34	38	35	35	No change, CVC 22358.6(c)
McFadden Avenue	60	Newport Avenue to Bryan Avenue	E/W	11/14/2024	31-40	73	35	40	35	35	No change, MD, OP, HC, COS, HAR, CVC 22358.6(b)
	61	West City Limit to SR-55	E/W	10/2/2024	28-37	62	33	38	35	35	No change, BS, CVC 22358.6(c)
Michelle Drive	62	SR-55 to Newport Avenue	E/W	9/12/2024	30-39	95	34	37	35	35	No change, BS, CVC 22358.6(a)
	63	Chambers Road to Franklin Avenue	N/S	9/10/2024	32-41	67	35	40	40	40	No change, CVC 22358.6(a)
Mitchell Avenue	64	Franklin Avenue to Myford Road-East City Limit	N/S	10/2/2024	32-41	62	37	43	45	45	No change, DL, CVC 22358.6(a)
	65	Newport Avenue to Red Hill Avenue	N/S	9/11/2024	23-32	86	27	31	30	30	No change, OP, RES, MD, SCH, CVC 22358.6(a)
Myford Road	66	Red Hill Avenue to Browning Avenue	N/S	9/16/2024	23-32	76	26	31	30	30	No change, OP, RES, MD, CVC 22358.6(a)
	67	Irvine Boulevard to Bryan Avenue	N/S	9/9/2024	31-40	71	38	42	40	40	No change, HC, PRK, CVC 22358.6(a)
Myford Road	68	Bryan Avenue to El Camino Real	N/S	9/12/2024	27-36	77	30	35	35	35	No change, CVC 22358.6(a)
	69	Michelle Drive to Dow Avenue	N/S	10/2/2024	36-45	66	40	45	40	40	No change, HC, MD, DL, CVC 22358.6(b)

BL - bike lane, BR - bike route, BS - bus stop, CTR - church, COS - continuity of speed, DD - downtown district, DP - diagonal parking, HAR - high accident rate, HC - horizontal curve, HP - high pedestrian activity, DL - lane drop, MD - multiple driveways, NR - narrow road, OP - street parking, PAR - park, RES - residential, RR - railroad crossing, SCH - school zone, SHP - shopping center area, VER - vertical curve



**Table 2: 2024 City of Tustin Segment Spot Speed Survey**

Street	No	Location	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Newport Avenue	70	N/O Warren Avenue to Old Irvine Boulevard	N/S	9/9/2024	40-49	74	46	49	45	45	No change, BL, MD, OP, CVC 22358.6(c)
	71	Old Irvine Boulevard to Bryan Avenue	N/S	9/9/2024	29-38	87	33	36	35	35	No change, MD, DL, CVC 22358.6(a)
	72	Bryan Avenue to El Camino Real	N/S	9/11/2024	29-38	70	33	38	35	35	No change, MD, CVC 22358.6(c)
	73	El Camino Real to Sycamore Avenue	N/S	9/12/2024	31-40	96	35	39	35	35	No change, MD, CVC 22358.6(c)
	74	Sycamore Avenue to 1100' S/O Sycamore Avenue	N/S	9/10/2024	20-29	68	24	29	30	30	No change, DP, RES, CVC 22358.6(a)
	75	Edinger Avenue to Del Ano Avenue-SR-55 Ramps	N/S	9/9/2024	31-40	64	34	39	35	35	No change, CVC 22358.6(c)
	76	Del Ano Avenue-SR-55 Ramps to Valencia Avenue	N/S	9/9/2024	29-38	85	34	37	35	35	No change, CVC 22358.6(a)
Nissan Road	77	Pasadena Avenue to just north of B Street	N/S	9/12/2024	30-39	90	34	37	35	30	Decrease, OP, HAR, RES, CVC 22358.6(b)
	78	Newport Avenue to Red Hill Avenue	N/S	9/11/2024	30-39	90	34	37	35	35	No change, OP, MD, RES, CVC 22358.6(a)
	79	Red Hill Avenue to Browning Avenue	N/S	9/10/2024	29-38	67	35	40	35	35	No change, OP, HC, CVC 22358.6(b)
Old Irvine Boulevard	80	Newport Avenue to Irvine Boulevard	E/W	9/9/2024	23-32	58	29	34	35	35	No change, MD, CVC 22358.6(a)
Park Avenue	81	Moffett Drive to Warner Avenue	E/W	9/10/2024	31-40	89	36	40	40	35	Decrease, BL, HC, PRK, CVC 22358.6(b)
	82	Warner Avenue to District Drive	E/W	9/9/2024	20-33	95	26	29	30	25	Decrease, SHP, HC, HP, HAR, CVC 22358.6(c)
	83	District Drive to Tustin Ranch Road	E/W	9/9/2024	23-32	96	27	30	30	25	Decrease, SHP, HC, HP, CVC 22358.6(b)
Parkcenter Lane	84	Tustin Ranch Road to Bryan Avenue	E/W	9/12/2024	26-35	77	31	35	35	30	Decrease, PRK, HC, HAR, CVC 22358.6(b)
	85	Bryan Avenue to El Camino Real	E/W	9/23/2024	22-31	87	26	30	30	25	Decrease, PRK, BL, HC, HAR, CVC 22358.6(b)
Pasadena Avenue	86	McFadden Avenue to Sycamore Avenue	N/S	9/11/2024	29-38	87	34	37	35	30	Decrease, OP, RES, DL, HAR, CVC 22358.6(a)
Patriot Way	87	Pioneer Road to Jamboree Road	N/S	9/18/2024	26-35	82	30	34	35	35	No change, BL, CVC 22358.6(a)
Pioneer Road	88	Jamboree Road to Patriot Way	N/S	9/18/2024	34-43	65	38	43	40	35	Decrease, BL, HC, HP, PRK, CVC 22358.7
	89	Patriot Way to Peters Canyon Road	N/S	9/18/2024	32-41	63	36	41	40	35	Decrease, BL, HP, HC, CVC 22358.6(b)
	90	Peters Canyon Road to Pioneer Way	N/S	9/18/2024	29-38	84	34	38	35	35	No change, BL, HP, HC, PRK, SCH, CVC 22358.6(c)
Pioneer Way	91	Tustin Ranch Road to Pioneer Road	N/S	9/18/2024	23-32	84	28	32	30	30	No change, CVC 22358.6(a)
Portola Parkway	92	Tustin Ranch Road to Jamboree Road	N/S	9/18/2024	32-41	58	35	42	40	40	No change, BL, CVC 22358.6(a)
Prospect Avenue	93	Anglin Lane-NCL to 17th Street	N/S	9/9/2024	29-38	74	34	39	40	40	No change, CHR, OP, CVC 22358.6(a)
	94	17th Street to Amaganset Way	N/S	9/9/2024	32-41	73	37	41	40	40	No change, CVC 22358.6(a)
	95	Amaganset Way to Irvine Boulevard	N/S	9/9/2024	28-37	66	33	39	40	40	No change, PRK, CVC 22358.6(a)
	96	Irvine Boulevard to First Street	N/S	9/11/2024	27-36	71	31	36	35	35	No change, OP, CVC 22358.6(a)
	97	First Street to Main Street	N/S	10/2/2024	23-32	84	27	31	30	25	Decrease, OP, NR, MD, HAR, CVC 22358.6(b)
Red Hill Avenue	98	N/O Irvine Boulevard to Bryan Avenue	N/S	9/9/2024	37-46	73	41	45	40	40	No change, OP, CHR, CVC 22358.6(b)
	99	Bryan Avenue to El Camino Real	N/S	9/10/2024	37-46	87	41	44	40	40	No change, MD, DL, CVC 22358.6(c)
	100	El Camino Real to Mitchell Avenue	N/S	9/11/2024	37-46	84	40	44	40	40	No change, MD, CVC 22358.6(c)
	101	Mitchell Avenue to Walnut Avenue	N/S	9/11/2024	34-43	90	39	43	40	40	No change, MD, CVC 22358.6(c)
	102	Walnut Avenue to Sycamore Avenue	N/S	9/11/2024	34-43	87	38	42	40	40	No change, CVC 22358.6(a)
	103	Sycamore Avenue to Edinger Avenue	N/S	9/11/2024	34-43	94	38	41	40	40	No change, RR, CVC 22358.6(a)
104	Edinger Avenue to Valencia Avenue	N/S	9/17/2024	40-49	79	44	48	45	45	No change, BL, CVC 22358.6(c)	
105	Valencia Avenue to Warner Avenue	N/S	9/17/2024	41-50	94	47	50	50	50	No change, BL, CVC 22358.6(a)	
106	Warner Avenue to Barrauca Parkway	N/S	9/10/2024	42-51	74	47	50	50	50	No change, BL, CVC 22358.6(a)	

BL - bike lane, BR - bike route, BS - bus stop, CHR - church, COS - continuity of speed, DD - downtown district, DP - diagonal parking, HAR - high accident rate, HC - horizontal curve, HP - high pedestrian activity, DL - lane drop, MD - multiple driveways, NR - narrow road, OP - street parking, PAR - park, RES - residential, RR - railroad crossing, SCH - school zone, SHP - shopping center area, VER - vertical curve



**Table 2: 2024 City of Tustin Segment Spot Speed Survey**

Street	No	Location	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Title (mph)	85th % Title (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
<b>Robinson Drive</b>	107	Irvine Boulevard to Jamboree Road	E/W	10/2/2024	28-37	71	33	38	35	35	No change, BL, SCH, HC, CVC 22358.6(c)
<b>San Juan Street</b>	108	Newport Avenue to Red Hill Avenue	E/W	9/10/2024	25-34	100	31	33	30	30	No change, OP, RES, MD, NR, SCH, CVC 22358.6(c)
	109	Red Hill Avenue to Browning Avenue	E/W	9/10/2024	26-35	83	30	34	30	30	No change, OP, NR, MD, RES, SCH, CVC 22358.6(c)
<b>17th Street</b>	110	SR-55-West City Limit to Yorba Street North	E/W	9/9/2024	32-41	76	36	41	40	40	No change, MD, CVC 22358.6(a)
	111	Yorba Street North to Prospect Avenue North	E/W	9/9/2024	32-41	69	36	41	40	40	No change, MD, CVC 22358.6(a)
<b>Sycamore Avenue</b>	112	Newport Avenue to Red Hill Avenue	E/W	9/9/2024	24-33	70	29	34	30	30	No change, OP, RES, SCH, HAR, CVC 22358.6(c)
<b>Tustin Ranch Road</b>	113	Jamboree Road to Rawlings Way	E/W	9/18/2024	34-43	61	41	48	50	50	No change, BL, CVC 22358.6(a)
	114	Rawlings Way to La Colina Drive	E/W	9/12/2024	38-47	52	43	50	50	50	No change, BL, CVC 22358.6(a)
	115	La Colina Drive to Irvine Boulevard	E/W	9/12/2024	35-44	59	40	49	50	50	No change, BL, CVC 22358.6(a)
	116	Irvine Boulevard to Bryan Avenue	E/W	9/11/2024	41-50	55	44	50	50	50	No change, BL, CVC 22358.6(a)
	117	Bryan Avenue to I-5	E/W	9/11/2024	29-38	72	35	41	40	40	No change, BL, CVC 22358.6(a)
	118	I-5 to Walnut Avenue	E/W	9/19/2024	44-53	81	47	51	50	50	No change, BL, HC, CVC 22358.6(a)
	119	Walnut Avenue to Valencia Avenue	E/W	9/19/2024	41-50	80	46	50	50	50	No change, BL, VC, CVC 22358.6(a)
	120	Valencia Avenue to Victory Road	E/W	9/10/2024	46-55	82	51	54	50	50	No change, BL, CVC 22358.6(c)
	121	Victory Road to Warner Avenue	E/W	9/9/2024	36-45	78	40	45	45	45	No change, BL, HC, CVC 22358.6(a)
	122	Warner Avenue to Park Avenue	E/W	9/9/2024	35-44	74	39	44	45	45	No change, BL, HC, CVC 22358.6(a)
	123	Park Avenue to Barranca Parkway	E/W	9/9/2024	36-45	83	40	45	45	45	No change, BL, HC, CVC 22358.6(a)
<b>Valencia Avenue</b>	124	Newport Avenue to Red Hill Avenue	N/S	9/9/2024	33-42	60	37	42	45	40	Decrease, RR, CVC 22358.6(a)
	125	Red Hill Avenue to Armstrong Avenue	N/S	9/17/2024	39-48	77	44	48	45	45	No change, BL, PRK, CVC 22358.6(c)
	126	Armstrong Avenue-Severys Road to Kensington Park Drive	N/S	10/2/2024	37-46	62	42	46	45	45	No change, BL, CVC 22358.6(a)
	127	Kensington Park Drive to Tustin Ranch Road	N/S	10/2/2024	36-45	79	40	45	45	45	No change, BL, CVC 22358.6(a)
<b>Vandenberg Lane</b>	128	Yorba Street to Prospect Avenue	E/W	11/14/2024	21-30	75	25	31	35	30	Decrease, OP, MD, CVC 22358.6(a)
<b>Victory Road</b>	129	Tustin Ranch Road to Park Avenue	E/W	9/10/2024	29-38	81	34	38	40	40	No change, BL, CVC 22358.6(a)
	130	Red Hill Avenue to Armstrong Avenue	E/W	9/10/2024	38-47	83	43	45	45	45	No change, BL, CVC 22358.6(a)
<b>Walnut Avenue</b>	131	Newport Avenue to Red Hill Avenue	N/S	9/12/2024	35-44	92	39	42	40	40	No change, OP, MD, CVC 22358.6(a)
	132	Red Hill Avenue to Browning Avenue	N/S	9/16/2024	34-43	64	38	43	40	40	No change, BS, CVC 22358.6(c)
	133	Browning Avenue to Tustin Ranch Road	N/S	9/16/2024	32-41	69	37	42	40	40	No change, SCH, BL, CVC 22358.6(a)
	134	Tustin Ranch Road to Myford Road	N/S	9/18/2024	32-41	66	38	43	40	40	No change, BL, CVC 22358.6(c)
<b>Warner Avenue</b>	135	Red Hill Avenue to Tustin Ranch Road	N/S	9/10/2024	40-49	82	46	49	50	45	Decrease, BL, HC, CVC 22358.6(c)
	136	Tustin Ranch Road to Park Avenue	N/S	9/9/2024	21-30	85	26	30	35	35	No change, BL, CVC 22358.6(a)
<b>Williams Street</b>	137	Main Street to McFadden Avenue	N/S	10/2/2024	21-30	80	25	29	25	25	No change, OP, NR, SCH, HAR, CVC 22358.6(c)
<b>Yorba Street</b>	138	S/O Santa Clara Ave (North City Limit) to 17th Street	N/S	9/9/2024	31-40	69	36	41	40	40	No change, OP, CVC 22358.6(a)
	139	17th Street to Jacaranda Avenue	N/S	9/11/2024	30-39	71	35	41	40	40	No change, DL, CVC 22358.6(a)
	140	Jacaranda Avenue to Anagnaset Way	N/S	9/11/2024	32-41	68	36	42	40	40	No change, CVC 22358.6(a)
	141	Anagnaset Way to Irvine Boulevard	N/S	9/11/2024	29-38	86	34	38	40	40	No change, OP, CVC 22358.6(a)
	142	Irvine Boulevard to First Street	N/S	9/11/2024	26-35	72	31	36	35	35	No change, MD, CVC 22358.6(a)

BL - bike lane, BR - bike route, BS - bus stop, CHR - church, COS - continuity of speed, DD - downtown district, DP - diagonal parking, HAR - high accident rate, HC - horizontal curve, HP - high pedestrian activity, DL - lane drop, MD - multiple driveways, NR - narrow road, OP - street parking, PAR - park, RES - residential, RR - railroad crossing, SCH - school zone, SEP - shopping center area, VER - vertical curve



It is standard engineering practice to recommend the posting of speed limit signs only on streets that have specific speed limits enacted by city ordinance or determined to be justified by an engineer who has performed an E&TS.

When an E&TS shows that the statutory or prima facie speed limits are not applicable for the existing conditions, the speed limits can be altered with the posting of a different speed limit, which must be determined according to the findings of the study. CVC Section 22354 covers decreasing highway speeds from 65 mph, and CVC Section 22358 addresses decreasing local speed limits. The CVC does not address decreasing the speed limit below 55 mph on undivided highways; however, the CA MUTCD states that speed zones (other than statutory speed limits) shall only be established based on an E&TS that has been performed in accordance with traffic engineering practices. Even though it is not codified in the CVC, Caltrans has established the practice of using an E&TS for any reduction below a statutory 55 mph speed limit. Law enforcement agencies and courts are accustomed to seeing surveys for these areas and it may be difficult to defend a speed violation citation without one.

Speed limit signs should be installed at approximately every one-half mile on streets which have been speed zoned. Signs are typically installed at the beginning of the speed zone on the departure side of a traffic signal-controlled intersection. It is also advisable to install signs at key intersections where there is high side street vehicle entry. It is important that motorists be given adequate notice of the speed limit without over signing, since doing so increases maintenance costs and rarely results in increased compliance.

The CA MUTCD outlines speed limit sign size specifications based on the type of roadway facility. Sign sizes vary from a minimum of 24-inches by 30-inches on a single lane conventional roadway to 48-inches by 60-inches on a freeway. It is also important to post signs in a manner that they are clearly visible to approaching traffic from a distance. Care should be taken to maintain landscaping and other vegetation, so it does not grow to block the motorist's view of the signs. In certain circumstances, when an engineer has determined that additional motorist awareness of the speed limit is needed, the speed limit can also be painted on the roadway surface immediately adjacent to a speed limit sign.

Enforcement problems can occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted, or (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.



## SECTION 5.0 – SUMMARY AND CONCLUSIONS

An engineering speed study was conducted per CVC Section 627 and includes documentation of existing roadway conditions, radar spot speed surveys, and midblock collision analysis. A total of one hundred and forty-two (142) roadway segments at various locations throughout the City of Tustin were surveyed. In addition, the existing segment of Park Avenue between Warner Avenue and Victory Road has been extended to include the recently constructed street segment between Victory Road and Moffett Drive. Similarly, the existing segment of Armstrong Avenue between Valencia Avenue and Warner Avenue has been extended to include the recently constructed street segment between Warner Avenue and Barranca Parkway. The collision rate for these segments is well below the expected collision rates published by the State of California unless otherwise noted. Based on the radar speed survey, collision history, and field conditions, it is recommended that the existing speed limits on the various project segments be retained as existing with the exception of the following segments listed below. A Citywide speed limit map has been included in **Appendix F**.

### Establish Speed Limit

- ◆ **Armstrong Avenue between Warner Avenue and Barranca Parkway**, it is recommended that this segment be added to the existing segment of Armstrong Avenue between Valencia Avenue and Warner Avenue and establish a speed limit of **45 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 48 mph, and for continuity of speed.
- ◆ **Park Avenue between Moffett Drive and Victory Road**, it is recommended that this segment be added to the existing segment of Park Avenue between Warner Avenue and Victory Road and establish a speed limit of **35 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 40 mph, the segment being near Victory park, the presence of a bike lane and for continuity of speed.

### Speed Limit Decreases

- ◆ **Auto Center Drive (East) between El Camino Real and Auto Center Drive (South)**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 29 mph, the presence of on-street parking, high pedestrian activity due to Auto Mall, and the multiple driveways.
- ◆ **Auto Center Drive (North) between North Intersection and Auto Center Drive (West)**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 30 mph, the presence of on-street parking, high pedestrian activity due to Auto Mall, and the multiple driveways.
- ◆ **Auto Center Drive (South) between West Intersection and End of Street**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 32 mph, the presence of on-street parking, high pedestrian activity due to Auto Mall, the horizontal curvature in the roadway, and the multiple driveways.



- ◆ **Del Amo Avenue between Edinger Avenue and Newport Avenue/SR-55 Ramps**, it is recommended that the existing speed limit of 40 mph be decreased to **35 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 38 mph, the presence of a bike lane, and the horizontal curvature in the roadway.
- ◆ **Edinger Avenue between Kensington Park Drive and Jamboree Road**, it is recommended that the existing speed limit of 55 mph be decreased to **50 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 54 mph, the presence of a bike lane, and continuity of speed.
- ◆ **El Camino Real between Main Street and Newport Avenue**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 28 mph, the narrow roadway, the presence of diagonal on-street parking, being in a downtown district, and high pedestrian activity.
- ◆ **El Camino Real between Newport Avenue and Red Hill Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to **35 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 42 mph, the nearby school, and a high accident rate.
- ◆ **Heritage Way between Tustin Ranch Road and Myford Road**, it is recommended that the existing speed limit of 35 mph be decreased to **30 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 34 mph, being a residential area, the horizontal curvature of the roadway, and being adjacent to a park.
- ◆ **Heritage Way between Myford Road and Bryan Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to **30 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 33 mph, being a residential area, and the horizontal curvature of the roadway.
- ◆ **Kensington Park Drive between Valencia Avenue and Edinger Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to **35 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 38 mph, being a shopping center area, and the presence of a bike lane.
- ◆ **Nisson Road between Pasadena Avenue and just north of B Street**, it is recommended that the existing speed limit of 35 mph be decreased to **30 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 37 mph, the segment being in a residential area, the presence of on-street parking, and a high accident rate.
- ◆ **Park Avenue between Moffett Drive and Warner Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to **35 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 40 mph, the segment being adjacent to a park, the horizontal curvature of the roadway, and the presence of a bike lane.
- ◆ **Park Avenue between Warner Avenue and District Drive**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 29 mph, being in a shopping center area, the horizontal curvature of the roadway, high pedestrian activity, and a high accident rate.



- ◆ **Park Avenue between District Drive and Tustin Ranch Road**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 30 mph, being in a shopping center area, the horizontal curvature of the roadway, and high pedestrian activity.
- ◆ **Parkcenter Lane between Tustin Ranch Road and Bryan Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to **30 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 35 mph, the segment being adjacent to a park, the horizontal curvature of the roadway, and a high accident rate.
- ◆ **Parkcenter Lane between Bryan Avenue and El Camino Real**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 35 mph, the segment being adjacent to a park, the presence of a bike lane, the horizontal curvature of the roadway, and a high accident rate.
- ◆ **Pasadena Avenue between MacFadden Avenue and Sycamore Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to **30 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 37 mph, the segment being in a residential area, the presence of on-street parking, the midblock crosswalk, and a high accident rate.
- ◆ **Pioneer Road between Jamboree Road and Patriot Way**, it is recommended that the existing speed limit of 40 mph be decreased to **35 mph** per CVC 22358.7, based on the 85<sup>th</sup> percentile speed of 43 mph, the presence of a bike lane, the horizontal curvature of the roadway, and the high pedestrian activity due to the nearby parks.
- ◆ **Pioneer Road between Patriot Way and Peters Canyon Road**, it is recommended that the existing speed limit of 40 mph be decreased to **35 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 41 mph, the presence of a bike lane, the horizontal curvature of the roadway, and the high pedestrian activity due to the nearby school.
- ◆ **Prospect Avenue between First Street and Main Street**, it is recommended that the existing speed limit of 30 mph be decreased to **25 mph** per CVC 22358.6(b), based on the 85<sup>th</sup> percentile speed of 31 mph, the presence of on-street parking, the narrow roadway, the multiple driveways, and a high accident rate.
- ◆ **Valencia Avenue between Newport Avenue and Red Hill Avenue**, it is recommended that the existing speed limit of 45 mph be decreased to **40 mph** per CVC 22358.6(a), based on the 85<sup>th</sup> percentile speed of 42 mph, and the presence of a railroad crossing.
- ◆ **Vandenberg Lane between Yorba Street to Prospect Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to **30 mph** per CVC 22358.6(a), based on the 85<sup>th</sup> percentile speed of 31 mph, the presence of on-street parking, and the multiple driveways.



- ◆ **Warner Avenue between Red Hill Avenue to Tustin Ranch Road**, it is recommended that the existing speed limit of 50 mph be decreased to **45 mph** per CVC 22358.6(c), based on the 85<sup>th</sup> percentile speed of 49 mph, the presence of a bike lane, and the horizontal curvature of the roadway.

The following table summarizes the proposed speed limit changes:

**Table 3. Summary of Recommended Changes**

Street	Location	Existing Speed Limit	Proposed Speed Limit
<i>Establish Speed Limit</i>			
<b>Armstrong Avenue</b>	Warner Avenue to Barranca Parkway*	N/A	45
<b>Park Avenue</b>	Moffett Drive to Victory Road**	N/A	35
<i>Speed Limit Decreases</i>			
<b>Auto Center Drive (East)</b>	El Camino Real to Auto Center Drive (South)	30	25
<b>Auto Center Drive (North)</b>	North Intersection to Auto Center Drive (West)	30	25
<b>Auto Center Drive (South)</b>	West Intersection to End of Street	30	25
<b>Del Amo Avenue</b>	Edinger Avenue to Newport Avenue/SR-55 Ramps	40	35
<b>Edinger Avenue</b>	Kensington Park Drive to Jamboree Road	55	50
<b>El Camino Real</b>	Main Street to Newport Avenue	30	25
<b>El Camino Real</b>	Newport Avenue to Red Hill Avenue	40	35
<b>Heritage Way</b>	Tustin Ranch Road to Myford Road	35	30
<b>Heritage Way</b>	Myford Road to Bryan Avenue	35	30
<b>Kensington Park Drive</b>	Valencia Avenue to Edinger Avenue	40	35
<b>Nisson Road</b>	Pasadena Avenue to just north of B Street	35	30
<b>Park Avenue</b>	Moffett Drive to Warner Avenue**	40	35
<b>Park Avenue</b>	Warner Avenue to District Drive	30	25
<b>Park Avenue</b>	District Drive to Tustin Ranch Road	30	25
<b>Parkcenter Lane</b>	Tustin Ranch Road to Bryan Avenue	35	30
<b>Parkcenter Lane</b>	Bryan Avenue to El Camino Real	30	25
<b>Pasadena Avenue</b>	McFadden Avenue to Sycamore Avenue	35	30
<b>Pioneer Road</b>	Jamboree Road to Patriot Way	40	35
<b>Pioneer Road</b>	Patriot Way to Peters Canyon Road	40	35
<b>Prospect Avenue</b>	First Street to Main Street	30	25
<b>Valencia Avenue</b>	Newport Avenue to Red Hill Avenue	45	40
<b>Vandenberg Lane</b>	Yorba Street to Prospect Avenue	35	30
<b>Warner Avenue</b>	Red Hill Avenue to Tustin Ranch Road	50	45

\* Segment of Armstrong Avenue between Victory Road and Warner Avenue extended to Barranca Parkway.

\*\* Segment of Park Avenue between Warner Avenue and Victory Road extended to Moffett Drive.

# **APPENDIX A**

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## **Regulations Governing Speed Limits and Definition of Terms**

*Excerpts from California Vehicle Code  
Assembly Bill 43 (AB 43)*



## **RADAR SPEED ZONE SURVEYS**

### **Applicable Vehicle Code Sections**

#### Business District

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

#### Business and Residence District: Determination

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions Section 235 and 515:
- a) No building shall be counted unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
  - b) Where a highway is physically divided into two or more roadways, only those buildings facing each roadway separately shall be counted for the purpose of determining whether the roadway is within a district.
  - c) All churches, apartments, hotels, multiple dwelling houses, clubs and public buildings, other than schools, shall be deemed to be business structures.
  - d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

#### Residence District

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

#### Engineering and Traffic Survey

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 the state and local authorities.
- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all the following:
- 1) Prevailing speeds as determined by traffic engineering measurements.

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- 2) Prevailing speeds as determined by traffic engineering measurements.
  - 3) Accident records.
  - 4) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
- 1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
    - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
    - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
    - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
  - 2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

Rounding Speed Limit to the Nearest 5 mph of the 85<sup>th</sup> Percentile

21400. (a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.
- (b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.
- (c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.
- (d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

Maximum Speed Limit

22349. (a) Except as provided in Section 22356, no person shall drive a vehicle upon a highway at a speed greater than 65 miles per hour.
- (b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:
- (1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.
  - (2) Passing lanes may not be considered when determining the number of through lanes.

- (c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

#### 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 surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

#### Speed Law Violations

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

22352. The prima facie limits are as follows and the same 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 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. Such prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

- 3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

#### Increase of Local Limits

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 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, 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.

#### Decrease of Local Limits

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.
- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

#### Decrease on Narrow Street

22358.3. Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Decrease on Local Streets Near Schools or Senior Centers

- 22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.
- (2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.
- (b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:
- (A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.
- (B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.
- (2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
- (A) A maximum of two traffic lanes.
- (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.
- (3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.
- (4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.
- (5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.
- (B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away

- from school grounds.
- (C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.
  - (D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

#### Downward Speed Zoning

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.

#### Rounding of Speed Limits to the Nearest 5 mph of the 85<sup>th</sup> Percentile

- 22358.6. (a) The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.
- (b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.
  - (c) In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).
  - (d) In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.
  - (e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.
  - (f) Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

#### Reduction of Additional 5 mph

- 22358.7. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:
- (1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.
  - (2) The portion of highway is adjacent to any land or facility that generates high

concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

- (b) (1) As used in this section, “safety corridor” shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.
- (2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.
- (c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.
- (d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

#### Retaining the Currently Adopted Speed Limit or Restoring Immediately Prior Adopted Speed Limit

- 22358.8 (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.
- (b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.
  - (c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

#### Business Activity District

- 22358.9 (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.
- (2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
    - (A) A maximum of four traffic lanes.
    - (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.
    - (C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.
  - (b) As used in this section, a “business activity district” is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages,

- or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:
- (1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
  - (2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
  - (3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
  - (4) Marked crosswalks not controlled by a traffic control device.
- (c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Section 22358.7, has retained the currently adopted speed limit under Section 22358.8, or has restored the immediately prior adopted speed limit under Section 22358.8.
- (d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

#### Boundary Line Streets

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.

#### Multiple-Lane Highways

22361. On multiple-lane highways with two or more separate roadways, different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

#### Speed Trap Prohibition

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

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

- (b) (1) For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:
  - (A) Roadway width of not more than 40 feet.
  - (B) Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.
  - (C) Not more than one traffic lane in each direction.
- (2) For purposes of this section, “school zone” means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. “School zone” also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard “SCHOOL” warning sign.
- (3) For purposes of this section, “senior zone” means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard “SENIOR” warning sign, pursuant to Section 22352.
- (4) For purposes of this section, “business activity district” means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.
- (c) (1) When all of 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 223469, 22356, or 22406.
  - (D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three

years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

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

- (A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:
  - (I) Except as specified in subclause (II), seven years.
  - (II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.
- (ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

#### Speed Trap Evidence.

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 (b) of Section 40802.
- (c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (b) 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 (b) 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) of subdivision (b) 40802.

## Study Method

Speed zones are established to inform drivers of the safe speed limit and to protect the general public from unreasonable and reckless drivers. Research has shown that most drivers travel at speeds that are safe and reasonable, therefore, speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of few. The California Vehicle Code requires the limits to be established on the basis of an engineering and traffic survey rather than by arbitrary methods.

The study is conducted in accordance with the appropriate sections of the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B-13, Speed Limit Sign (R2-D)

Surveys are conducted on arterial streets, collector streets, and selected local streets. Each of the selected streets was analyzed individually.

The accident analysis was based on a review of the City's Traffic Accident Records (Crossroads). Only non-intersection accidents are included since intersection accidents are considered correctable using conventional intersection traffic controls such as stop signs or traffic signals.

Accident rates were computed using a formula that takes into account the number of accidents in the two-year period, the length of roadway being studied, and the average daily traffic volume. The rate is expressed in accidents per million vehicle miles (Acc/MVM). The formula is:

$$\text{Acc/MM} = \frac{\text{Number of Accidents} \times 1,000,000}{\text{Distance} \times \text{ADT} \times \text{No. of Days}}$$

## Definitions of Terms

Average Daily Traffic	Volume of traffic during a 24-hour period.
ECL	Easterly City Limit (also WCL, NCL and SCL for Westerly, Northerly and Southerly).
85 <sup>th</sup> Percentile (Critical Speed)	The "speed" which 85% of the observed vehicles are not exceeding. This speed is usually within 2 mph of the upper limit of the speed.
Mean Speed	The average speed.
MPH or mph	Miles Per Hour.
MVM or mvm	Million Vehicle Miles. Accident rates are generally expressed as the number of accidents occurring per million vehicle miles traveled during a given time period.
Pace	The 10 mph range of observed vehicle speeds containing the largest number of vehicles. A normal distribution will contain approximately 70% of the sample within the pace, with 15% above and 15% below.

## **APPENDIX B**

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### **Speed Zoning Regulations from Caltrans** *California Manual on Uniform Traffic Control Devices*

**Standard:**

03 **If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.**

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

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

*Guidance:*

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

*Option:*

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

**Standard:**

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

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

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

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

*Support:*

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

**Standard:**

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

*Option:*

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

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

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

*Support:*

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

00a **The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education,**

and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

**Standard:**

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

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

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

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

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

**Support:**

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

- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As altered speed zones – based on engineering studies.

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

**Option:**

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

**Guidance:**

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

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

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

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

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

**Standard:**

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using**

**additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).**

Option:

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

**Standard:**

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

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

Support:

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

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

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

**Standard:**

**<sup>12f</sup> CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.**

Support:

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

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

**Standard:**

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

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

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

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

**Standard:**

**<sup>12l</sup> Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a,**

**and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as “safety corridor” or “land or facilities that generate high concentrations of bicyclists and pedestrians” in compliance with CVC Sections 22358.6(d) and 22358.7.**

Option:

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

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

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

**Standard:**

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

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

Option:

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

**Standard:**

<sup>12q</sup> **The prioritized subset of safety corridors shall:**

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

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

*Guidance:*

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

Option:

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

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

**Standard:**

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

Option:

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

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

**Standard:**

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

Option:

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

**Standard:**

**<sup>12z</sup> A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.**

**Option:**

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

**Standard:**

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

**Option:**

<sup>12ac</sup> A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

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

**Standard:**

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

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

**Option:**

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

**Standard:**

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

**<sup>12ah</sup> If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit nor below the immediately prior speed limit. Refer to CVC Section 22358.8(b).**

**CVC Section 22358.9 – Business Activity District**

**Option:**

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

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

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

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

**Standard:**

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

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

**Support:**

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

**Guidance:**

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

**Option:**

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

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

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

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

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

**Guidance:**

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

**Support:**

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

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

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

**Engineering and Traffic Survey (E&TS)**

**Support:**

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

**Standard:**

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

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

*Guidance:*

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

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

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

**Support:**

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

**Option:**

<sup>29</sup> When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:

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

<sup>30</sup> The following two methods of conducting E&TS may be used to establish speed limits:

- 1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:
  - a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:
    - A north arrow
    - Engineer's station or post mileage
    - Limits of the proposed zones

- Appropriate notations showing type of roadside development, such as “scattered business,” “solid residential,” etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
  - Collision rates for the zones involved
  - Average daily traffic volume
  - Location of traffic signals, signs and markings
  - If the highway is divided, the limits of zones for each direction of travel
  - Plotted 85<sup>th</sup> percentile and pace speeds at location taken showing speed profile
- b. A report to the District Director that includes:
- The reason for the initiation of speed zone survey.
  - Recommendations and supporting reasons.
  - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
  - The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
- a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
- b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

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

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

*Guidance:*

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

*Support:*

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

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

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

Option:

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

Guidance:

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

**Signs**

**Standard:**

<sup>39</sup> **The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

<sup>40</sup> **When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.**

<sup>41</sup> **The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

Guidance:

<sup>42</sup> *The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

Option:

<sup>43</sup> The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

<sup>44</sup> The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

<sup>45</sup> Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

<sup>46</sup> The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

**Standard:**

<sup>47</sup> **The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

<sup>48</sup> **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

<sup>49</sup> **The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

Option:

<sup>50</sup> The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

**Standard:**

<sup>51</sup> **Speed limit signs shall be placed at the beginning of all restricted speed zones.**

Option:

<sup>52</sup> Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

**Standard:**

<sup>53</sup> **The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.**

<sup>54</sup> **Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:**

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

Option:

- The 25 mile interval may be modified to include locations following entrance ramps.

**Standard:**

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

**Standard:**

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**

<sup>55</sup> **Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

*Guidance:*

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

<sup>56</sup> *Conventional highways with 55 mph speed limits should be posted as follows:*

**Standard:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.**

*Guidance:*

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

*Conventional highways with 65 mph speed limits should be posted as follows:*

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Option:

<sup>57</sup> Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

**Standard:**

<sup>58</sup> **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

*Guidance:*

<sup>59</sup> *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

**Standard:**

<sup>60</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

Option:

<sup>61</sup> The 25 mile interval may be modified to include locations following entrance ramps.

**Standard:**

**62 Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

**63 Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.**

**64 Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

**Speed Enforced Signs**

**Option:**

**65 The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.**

**Guidance:**

**66 One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.**

**Support:**

**67 The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.**

**Option:**

**68 The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.**

**Guidance:**

**69 When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.**

**Option:**

**70 The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.**

**Standard:**

**71 The R48-2(CA) sign shall be used for both directions of travel.**

**Guidance:**

**72 The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).**

**Vehicle Speed Feedback Signs**

**Option:**

**73 A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.**

**Standard:**

**74 If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

**Guidance:**

**75 To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.**

**Option:**

**76 When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.**

**77 In lieu of lights, legend may be retroreflective film for flip-disk systems.**

**78 The legend YOUR SPEED may be white on black plaque located above the changeable speed display.**

Support:

<sup>79</sup> Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

<sup>80</sup> Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

**Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352**

Support:

<sup>81</sup> The basic speed law states “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.”

**Standard:**

<sup>82</sup> **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

<sup>83</sup> Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

**Use of Metric System Designations – See CVC 21351.3**

Option:

<sup>84</sup> Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

*Guidance:*

<sup>85</sup> *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

<sup>86</sup> Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

**Standard:**

<sup>87</sup> **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

**Legal Authority for Establishing Speed Limits**

Support:

<sup>88</sup> Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

**Standard:**

<sup>89</sup> **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

<sup>90</sup> The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

**Variable Speed Limits on Freeways - See CVC 22355**

Option:

<sup>91</sup> The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

### **Minimum Speed Limits on State Highways - See CVC 22400**

#### Option:

<sup>92</sup> The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

### **Speed Traps**

#### Support:

<sup>93</sup> Refer to CVC 40802 for Speed Traps.

#### Standard:

<sup>94</sup> **A speed trap shall not apply to a local street, road, school zone, senior zone, or business activity district.**

#### Support:

<sup>95</sup> Senior zone is an area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign pursuant to CVC Section 22352.

<sup>96</sup> Business activity district is a section of highway described in CVC Section 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC Section 22358.9(a)(1).

#### Standard:

<sup>97</sup> **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.**

<sup>98</sup> **This time provision shall be extended to seven years when using radar and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

<sup>99</sup> **This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

#### Option:

<sup>100</sup> This time provision for an E&TS may be extended to fourteen years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

### **Truck Speed Zone on Descending Grades**

#### Guidance:

<sup>101</sup> *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

#### Support:

<sup>102</sup> To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

**Standard:**

**<sup>103</sup> Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.**

Revised January 6, 2023

*Guidance:*

<sup>104</sup> *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

**Standard:**

**<sup>105</sup> If warranted, the Caltrans District Director shall issue a standard speed zone order.**

**Support:**

<sup>106</sup> Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

**Standard:**

**<sup>107</sup> A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.**

**Speed Zones in Temporary Traffic Control Areas**

**Support:**

<sup>108</sup> For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

**Speed Zones and Traffic Signals**

**Standard:**

**<sup>109</sup> An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.**

**Support:**

<sup>110</sup> Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

**Section 2B.14 Truck Speed Limit Plaque (R2-2P)**

**Standard:**

**<sup>01</sup> Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~**

**<sup>02</sup> The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.**

**<sup>03</sup> The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.**

**Support:**

<sup>04</sup> Refer to Section 2B.13 for more details.

**Section 2B.15 Night Speed Limit Plaque (R2-3P)**

**Standard:**

**<sup>01</sup> Where different speed limits are prescribed for day and night, both limits shall be posted.**

*Guidance:*

<sup>02</sup> *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

**Option:**

<sup>03</sup> A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

**Support:**

<sup>04</sup> Refer to CVC 22355.

**Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 7 of 7)**

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
FREEWAY - ACCESS RIGHTS RESTRICTED ON THIS SECTION OF HIGHWAY	S3-1(CA)	2B.39	30 x 24	30 x 24	---	---	---	---
STATE PROPERTY - NO DUMPING - NO PARKING - NO TRESPASSING	S8(CA)	2B.111	36 x 22	36 x 22	---	---	---	---
STATE PROPERTY - ANY PERSON REMOVING OR MOLESTING SAME WILL BE PROSECUTED	S20(CA)	2B.111	24 x 18	24 x 18	---	---	---	---
Weigh Station Repair Service plaque	S21(CA)	2B.60	36 x 24	36 x 24	---	---	---	---
Rest Area/Vista Point 8 HOUR PARKING	S23(CA)	2B.46, 2I.05	24 x 24	24 x 24	---	---	---	---
DAYLIGHT HEADLIGHT SECTION	S30-1(CA)	2B.64	84 x 54	84 x 54	---	---	---	---
TURN ON HEADLIGHTS NEXT X MILES	S30-2(CA)	2B.64	108 x 54	108 x 54	---	---	---	---
END DAYLIGHT HEADLIGHT SECTION	S30-3(CA)	2B.64	84 x 66	84 x 66	---	---	---	---
TURN ON HEADLIGHTS	S30-4(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
CHECK HEADLIGHTS	S30-5(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
Safety Corridor Sign	S33(CA)	2B.64	102 x 48	102 x 48	---	---	---	---

**Table 2B-2. Meanings of Symbols and Legends on Reversible Lane Control Signs**

Symbol / Word Message	Meaning
Red X on white background	Lane closed
Upward pointing black arrow on white background (if left turns are permitted, the arrow shall be modified to show left / through arrow)	Lane open for through travel and any turns not otherwise prohibited
Black two-way left-turn arrows on white background and legend ONLY	Lane may be used only for left turns in either direction (i.e., as a two-way left-turn lane)
Black single left-turn arrow on white background and legend ONLY	Lane may be used only for left turns in one direction (without opposing left turns in the same lane)

**Table 2B-101(CA). Standard Application of Speed Limits per California Vehicle Code**

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	<ul style="list-style-type: none"> <li>Railroad grade crossing with obstructed view</li> <li>Uncontrolled highway intersection with obstructed view</li> <li>An alley</li> </ul>	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe <ul style="list-style-type: none"> <li>Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park</li> <li>Road near a school or senior center facility</li> </ul>	22358.3 & 22358.4
25 mph	State or local authority	<ul style="list-style-type: none"> <li>Any highway in any business or residential district</li> <li>A street contiguous to senior citizen facility other than a State highway</li> <li>Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities</li> </ul>	22352.b & 22357.1

**Table 2B-102(CA). Standard Application of Speed Limits per California Vehicle Code**

Speed	Determined by	Roadway Facility	CVC Section
15 to 60 mph	Caltrans	State highway, based on an E&TS where the limit of 65 mph is more than reasonable or safe	22354
15 to 60 mph	Local city council or county board of supervisors for Caltrans	State highway, local entities may conduct a public hearing on proposed increases or decreases and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
30 to 65 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
15 to 60 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where the limit of 65 mph is more than is reasonable and safe	22358.8(a)
20 to 50 mph for Trucks	State or local authority	Highways under their respective jurisdiction where 55 mph is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 55 mph	State or local authority	<ul style="list-style-type: none"> <li>▪ Two-lane, undivided highway</li> <li>▪ Any highway if driving any of the following vehicles: <ul style="list-style-type: none"> <li>a. Motortruck or truck tractor with &gt; 3 axles</li> <li>b. Passenger vehicle or bus towing any other vehicle</li> <li>c. School bus transporting any school pupil</li> <li>d. A farm labor vehicle when transporting passengers</li> <li>e. A vehicle transporting explosives</li> <li>f. A trailer bus</li> </ul> </li> </ul>	22349.b & .c and 22406
Maximum Speed Limit of 65 mph	State or local authority	Any highway, posted at 65 mph based upon an E&TS, for vehicles not subject to CVC 22406	22349(a) & 22349
Maximum Freeway Speed Limit 70 mph	Caltrans	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

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

85 <sup>th</sup> -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	N/A
45.1-47.4	45	N/A	40
42.5-45.0	45	40	N/A
40.1-42.4	40	N/A	35

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

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

85 <sup>th</sup> -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	N/A	40
45.1-47.4	45	N/A	40	35
42.5-45.0	45	40	N/A	35
40.1-42.4	40	N/A	35	30

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

**Table 2B-105(CA). Safety Corridor Definition Requirements**

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	<p>Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows:</p> <ul style="list-style-type: none"> <li>▪ Crash severity: Fatal Crashes, Serious Injury Crashes</li> <li>▪ Mode: Pedestrian-bicycle related crashes, vehicle/other</li> <li>▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen</li> <li>▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey</li> <li>▪ School proximity (within 0.25 miles) based on the California School Campus Database</li> </ul>
Crash Density	<p>Each roadway segment block can be converted into ~ 0.25 mile overlapping “corridor” segments to create a consistent unit of measurement and assess the concentration of linear patterns of injuries within a define distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) “corridor” segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.</p>
Maintenance	<p>The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.</p>

**Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians**

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

# **APPENDIX C**

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## **Traffic Radar Certifications**

*Traffic Radar Equipment Certification*

*Traffic Radar Operator Certification*

PB Electronics Inc.  
248 W Peaceful Ct., Shepherdsville, KY 40165  
502 543-7032 [www.pbelectronics.com](http://www.pbelectronics.com)  
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

## Certificate of Calibration

Manufacturer: KUSTOM

Model: FALCON

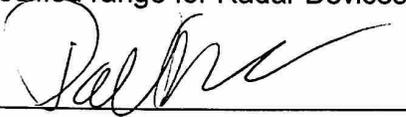
Serial Number: FF17441

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552

Technician Signature



Certified Tuning Fork Serial Number: N/A

Date: December 29, 2022

PB Electronics Inc.  
248 W Peaceful Ct., Shepherdsville, KY 40165  
502 543-7032 [www.pbelectronics.com](http://www.pbelectronics.com)  
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

## Certificate of Calibration

Manufacturer: KUSTOM

Model: FALCON

Serial Number: FF11268

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552

Technician Signature



Certified Tuning Fork Serial Number: N/A

Date: December 29, 2022

PB Electronics Inc.  
248 W Peaceful Ct., Shepherdsville, KY 40165  
502 543-7032 [www.pbelectronics.com](http://www.pbelectronics.com)  
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

## Certificate of Calibration

Manufacturer: KUSTOM

Model: FALCON

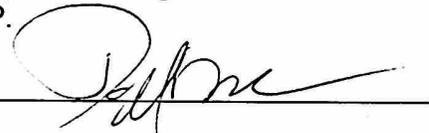
Serial Number: FF2321

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552

Technician Signature



Certified Tuning Fork Serial Number: N/A

Date: December 29, 2022

# CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT –

1. Tyler Baker of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
2. Tyler Baker completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
3. Tyler Baker has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
4. Tyler Baker of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6<sup>th</sup> Day of April 2017.



Scott Miller

POST INSTRUCTOR

# CERTIFICATE OF COMPLETION

## THIS IS TO CERTIFY THAT –

1. Tam Truc Nguyen of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
2. Tam Truc Nguyen completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
3. Tam Truc Nguyen has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
4. Tam Truc Nguyen of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as outlined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6<sup>th</sup> Day of April 2017.



Scott Miller

POST INSTRUCTOR

## **APPENDIX D**

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### **Engineering and Traffic Survey Summary Reports**

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Armstrong Avenue**

**LIMITS: Barranca Parkway to Valencia Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	X	X	2
52	X		1
51			0
50	X X	X X X	5
49	X X X	X	4
48	X X X X X	X	6
47	X X X X	X X	6
46	X X X X X X	X X X X X X	12
45	X X X X X X	X X X X X X X	13
44	X X X X X	X X X X X X	11
43	X X	X X X X X	7
42	X X X X X X	X X X X	10
41	X X	X X X X X	7
40	X X	X X X	5
39	X	X X	3
38	X X	X X	4
37	X X	X	3
36		X	1
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME: 9:00 - 9:45

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, bike lane

ADJACENT LAND USE: Government, undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,951 vehicles      SEGMENT LENGTH: 1.12 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

**85TH %: 48 M.P.H.**

50TH %: 44 M.P.H.

15TH %: 40 M.P.H.

AVERAGE SPEED: 44 M.P.H.

10 MPH PACE: 41 - 50 M.P.H.

% IN PACE: 81%

% OVER PACE: 3%

% UNDER PACE: 16%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Auto Center Drive (East)**

**LIMITS: EI Camino Real to Auto Center Drive South**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34	X		2
33			0
32		X	1
31	X		3
30	X	X	2
29	X	X	9
28		X	6
27	X		3
26		X	4
25	X	X	9
24	X	X	16
23	X	X	11
22		X	5
21	X	X	4
20	X	X	7
19	X	X	8
18	X	X	4
17	X		4
16	X		2
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME: 9:00 - 11:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking

ADJACENT LAND USE: Auto Mall

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 3,500 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2022 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 29 M.P.H.  
 50TH %: 24 M.P.H.  
 15TH %: 19 M.P.H.

AVERAGE SPEED: 24 M.P.H.  
 10 MPH PACE: 20 - 29 M.P.H.  
 % IN PACE: 74%  
 % OVER PACE: 8%  
 % UNDER PACE: 18%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Multiple Driveways, Auto Mall

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Auto Center Drive (North)**

**LIMITS: North Intersection to Auto Center Drive West**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37	X		1
36			0
35		X	1
34	X		1
33	X X		2
32	X X X X	X	5
31	X	X X	3
30		X X X	3
29	X	X	2
28	X X X	X	4
27	X X X X X	X X X	8
26	X X X X	X X X X X	9
25	X	X X X X X X X X X	10
24		X X X X	4
23	X X X X X X	X X X	9
22	X X X	X X X X X X X	10
21	X X X	X X X X	7
20	X X X X X	X X	7
19	X X X X	X X X	7
18	X X X X		4
17	X X	X	3
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 10/3/2024      TIME: 9:00 - 10:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,100 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 30 M.P.H.  
 50TH %: 24 M.P.H.  
 15TH %: 20 M.P.H.

AVERAGE SPEED: 25 M.P.H.  
 10 MPH PACE: 19 - 28 M.P.H.  
 % IN PACE: 75%  
 % OVER PACE: 18%  
 % UNDER PACE: 7%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS On-Street Parking, Multiple Driveways, Auto Mall  
 NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Auto Center Drive (South)**

**LIMITS: West Intersection to End of Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38		X	1
37		X X	2
36		X	1
35	X X		2
34	X	X	2
33	X X X	X X	5
32	X	X X	3
31	X X	X	3
30	X X X	X X X X X	8
29	X X X	X X X X X X X X	11
28	X X X X X X	X X X X	10
27	X X X X X	X X X X	9
26	X X X X X X X X	X X X X X	12
25	X X X X X X X X	X X X X X X	14
24	X X X	X	4
23	X X	X X	4
22	X X	X X	4
21			0
20	X	X	2
19	X	X	2
18			0
17		X	1
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 10/2/2024      TIME : 10:00 - 10:40

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,800 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 32 M.P.H.  
 50TH %: 27 M.P.H.  
 15TH %: 24 M.P.H.

AVERAGE SPEED: 28 M.P.H.

10 MPH PACE: 24 - 33 M.P.H.

% IN PACE: 79%

% OVER PACE: 8%

% UNDER PACE: 13%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Multiple Driveways, Horizontal Curvature, Auto Mall

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Browning Avenue**

**LIMITS: Bryan Avenue to El Camino Real**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48	X		1
47			0
46	X X		2
45	X		1
44	X		1
43	X	X	2
42	X X	X	3
41	X	X X X	4
40	X X	X X X	5
39	X X X X	X	5
38	X X X X	X X X	7
37	X X	X X X	5
36	X X	X X X	5
35	X X X	X X	5
34	X X X	X X X	6
33	X X X X	X	5
32	X	X X X X X	6
31	X X X X X X X	X X X X X	11
30	X X X X	X X X	7
29	X X X	X	4
28	X X	X X	4
27	X X	X X X	5
26		X X X X X	5
25	X	X X X	4
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>104</b>

DATE: 9/16/2024      TIME : 14:00 - 14:55

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking, school zone

ADJACENT LAND USE: Residential, school

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,823 vehicles      SEGMENT LENGTH: 0.50 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.65 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

**85TH %: 40 M.P.H.**

50TH %: 34 M.P.H.

15TH %: 28 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 60%

% OVER PACE: 18%

% UNDER PACE: 22%

REGISTERED PROFESSIONAL ENGINEER  
RUBEN PERALES  
*RP*  
No. 83169  
CIVIL  
STATE OF CALIFORNIA

TRAFFIC No. 2838

ROADWAY CHARACTERISTICS On-Street Parking, School Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Browning Avenue**

**LIMITS: Nisson Road to Walnut Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38	X X	X X X	5
37	X X	X	3
36	X	X X	3
35	X X	X X X X	6
34	X X	X	3
33	X X X	X X X X	7
32	X X X X	X	5
31	X X X X X	X X X	8
30	X X X X X	X X X X X X X	12
29	X X X	X X X	6
28	X X X X X	X X X	8
27	X X X X X	X X X X X X X X X X	15
26	X X	X X	4
25	X X	X X	4
24	X X	X X	4
23	X X	X	3
22	X X X	X X	5
21	X X	X	3
20		X X X	3
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>107</b>

DATE: 9/10/2024      TIME : 10:40 - 11:15

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking, school zone

ADJACENT LAND USE: Residential, school

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,270 vehicles      SEGMENT LENGTH: 0.50 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

**85TH %: 35 M.P.H.**

50TH %: 29 M.P.H.

15TH %: 24 M.P.H.

AVERAGE SPEED: 29 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 69%

% OVER PACE: 10%

% UNDER PACE: 21%



TRAFFIC No. 2838

ROADWAY CHARACTERISTICS On-Street Parking, School Area, Diagonal Parking

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Bryan Avenue**

**LIMITS: Newport Ave to Main St**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39	X X X		3
38	X X X	X X X	6
37	X X X X X X	X X X X	10
36	X X X X X X X	X X	9
35	X X X X X	X X X X X X	11
34	X X X X X X	X X X X	10
33	X X X X X	X X X X X	10
32	X X X X X X X X	X X X X X X X	15
31	X X	X X X X	6
30	X X X X X	X X X X X X	11
29	X X X	X X X X	7
28		X X X X X	5
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>103</b>

DATE: 9/9/2024                      TIME : 1:15 - 2:20

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Cloudy

AVERAGE DAILY TRAFFIC: 5,976 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm                      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 37      M.P.H.

50TH %: 33      M.P.H.

15TH %: 30      M.P.H.

AVERAGE SPEED: 33      M.P.H.

10 MPH PACE: 29 - 38      M.P.H.

% IN PACE: 92%

% OVER PACE: 3%

% UNDER PACE: 5%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

No. 83169

CIVIL

STATE OF CALIFORNIA

TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS On-Street Parking

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Bryan Avenue**

**LIMITS: Main Street to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48		X	1
47			0
46		X	1
45		X X X	3
44		X X	2
43	X	X X X X	5
42	X X X	X X	5
41	X	X X X	4
40	X X X	X X X X	7
39	X X X X X	X X X	8
38	X X X	X X	5
37	X X X X	X X X X X X X	11
36	X X X	X X	5
35	X X X X X X X	X X X	10
34	X X X X X X	X X X X X X X	13
33	X X		2
32	X X X X	X X	6
31	X X X		3
30	X X	X X X	5
29	X	X X	3
28	X X	X X	4
27			0
26		X	1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>104</b>

DATE: 9/9/2024                      TIME : 1:10 - 2:20

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 15,286 vehicles      SEGMENT LENGTH: 0.35 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.34 acc/mvm                      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 37 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 70%

% OVER PACE: 7%

% UNDER PACE: 23%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Route, Park Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

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EXISTING SPEED LIMIT: 40 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Bryan Avenue**

**LIMITS: Main Street to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52		X	1
51		X	1
50	X	X X X	4
49	X	X X X X X	6
48	X X X	X X X	6
47	X X	X X X X X X X	9
46	X X X X	X	5
45	X X X X X X X	X X X X X	12
44	X X X X X	X X X X	9
43	X X X X X X	X X X X X	11
42	X X X X	X X X	7
41	X X X	X	4
40	X X X X	X X X X X	9
39	X X	X X X X	6
38	X X X	X	4
37	X X X X X	X	6
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 11:17 - 12:23

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 15,537 vehicles      SEGMENT LENGTH: 0.40 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

85TH %: 48 M.P.H.

50TH %: 44 M.P.H.

15TH %: 39 M.P.H.

AVERAGE SPEED: 44 M.P.H.

10 MPH PACE: 40 - 49 M.P.H.

% IN PACE: 78%

% OVER PACE: 6%

% UNDER PACE: 16%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bus Stop, Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Bryan Avenue**

**LIMITS: Farmington Road to Browning Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49	X	X X	3
48	X X X X	X X X	7
47	X X	X X X	5
46	X X	X X X	5
45	X X X X X	X X X X X X	11
44	X X X X X X	X X X	9
43	X X X	X X X	6
42	X X X X X	X X X X	9
41	X X X X	X X	6
40	X X X	X X X X X X	9
39	X	X X X	4
38	X X X X	X X X X	8
37	X X	X X	4
36	X	X X	3
35	X X X	X X X	6
34	X		1
33	X X	X	3
32			0
31	X		1
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 11:10 - 12:19

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, bike lane, school zone

ADJACENT LAND USE: Residential, school

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 15,537 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

85TH %: 46 M.P.H.

50TH %: 42 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 42 M.P.H.

10 MPH PACE: 38 - 47 M.P.H.

% IN PACE: 72%

% OVER PACE: 10%

% UNDER PACE: 18%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, School Area

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Bryan Avenue**

**LIMITS: Browning Avenue to Myford Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48	X	X	2
47			0
46	X X	X X X	5
45	X	X X X X X X X	8
44	X X X X	X X X	6
43	X X X X X	X X X X X X	11
42	X X X X	X X X X	8
41	X X X	X X X	6
40	X	X X X X	5
39	X X X	X X X	6
38	X X X X X X X	X X X X X	12
37	X X X	X X X	6
36	X X X	X X X X	7
35	X X	X X	4
34	X X	X	3
33	X		1
32	X X X X	X	5
31	X X X		3
30	X		1
29			0
28	X		1
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 9:00 - 10:45

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 16,837 vehicles      SEGMENT LENGTH: 0.75 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.07 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

85TH %: 44 M.P.H.

50TH %: 40 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 75%

% OVER PACE: 7%

% UNDER PACE: 18%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Bryan Avenue**

**LIMITS: Myford Road to Jamboree Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	X	X	2
52	X		1
51	X X	X	3
50	X X X	X X X	6
49	X	X	2
48	X X		2
47	X X X	X X	5
46	X X	X X	4
45	X X	X	3
44	X X	X X	4
43	X X X X X	X	6
42	X	X	2
41	X	X X X	4
40	X X X	X X X X X X X X	11
39	X X X	X X X	6
38	X X X X X	X X X X X	10
37	X X X X X	X X X X X X X	12
36	X X	X X X X X	7
35	X X X		3
34	X X X	X X X	6
33			0
32		X	1
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		<b>GRAND TOTALS</b>	<b>100</b>

DATE: 9/11/2024      TIME: 14:50 - 15:20

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 17,537 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.17 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

**85TH %: 48 M.P.H.**

50TH %: 40 M.P.H.

15TH %: 36 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 67%

% OVER PACE: 32%

% UNDER PACE: 1%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF GARDEN GROVE ENGINEERING AND SPEED SURVEY

**ROADWAY: Centennial Way**

**LIMITS: First Street to Main Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37	X	X	2
36	X	X X	3
35	X X X	X X X X	7
34	X	X X X X	5
33	X X X	X X X X X	8
32	X X X X X X X	X X X	10
31	X X X X	X X	6
30	X X X	X X X X X X	9
29	X X X X	X X X	7
28	X X X	X X X X	7
27	X X X	X X	5
26	X	X	2
25	X X X	X X	5
24	X	X X X	4
23	X X X X	X X X	7
22	X	X X	3
21	X X	X X	4
20	X X		2
19	X	X	2
18	X X		2
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME : 10:55 - 12:43

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,258 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 34 M.P.H.

50TH %: 30 M.P.H.

15TH %: 23 M.P.H.

AVERAGE SPEED: 29 M.P.H.

10 MPH PACE: 27 - 36 M.P.H.

% IN PACE: 67%

% OVER PACE: 2%

% UNDER PACE: 31%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

No. 83169

CIVIL ENGINEER

STATE OF CALIFORNIA

TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Multiple Driveways

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Chambers Road**

**LIMITS: Michelle Drive to Franklin Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		X X X	3
39			0
38	X	X X	3
37		X	1
36	X X	X X X	5
35	X X X		3
34	X X X X X	X X X X X	10
33	X X X	X	4
32	X	X X X	4
31	X X X	X X X X	7
30	X X	X X	4
29	X X X	X X X	6
28	X X X X X X		6
27	X X X X X		5
26	X X X X X X	X X X	9
25	X X X X X	X X X X X X	11
24	X X X	X X	5
23	X X	X X X	5
22		X X X X X	5
21		X X X	3
20			0
19		X	1
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/19/2024      TIME: 9:00 - 11:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, 90° turn at south end

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,500 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 34 M.P.H.

50TH %: 29 M.P.H.

15TH %: 24 M.P.H.

AVERAGE SPEED: 29 M.P.H.

10 MPH PACE: 25 - 34 M.P.H.

% IN PACE: 66%

% OVER PACE: 15%

% UNDER PACE: 19%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Horizontal Curvature, Multiple Driveways

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Del Amo Avenue**

**LIMITS: Edinger Avenue to Newport Avenue/SR-55 Ramps**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44	X		1
43		X	1
42	X X	X	3
41	X	X X	3
40	X X		2
39	X X	X X	4
38	X X X X X	X X X X X X	11
37	X X X X X X X	X	7
36	X X X	X X X	6
35	X X X X X X	X X	7
34	X	X X X X X	6
33	X X	X X	4
32	X	X X X X X X	7
31	X X	X X X	5
30	X X X X X X	X X	7
29	X	X X X X X X X X	8
28		X X	2
27	X X X	X X	5
26	X X	X X	4
25	X X X		3
24	X X X		3
23		X	1
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 10:08 - 11:40

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, bike lane, curvilinear

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,374 vehicles      SEGMENT LENGTH: 0.40 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.42 acc/mvm                      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 34 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 68%

% OVER PACE: 14%

% UNDER PACE: 18%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature

---

EXISTING SPEED LIMIT: 40 M.P.H.                      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Dow Avenue**

**LIMITS: Franklin Avenue to Myford Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	X		1
46		X	1
45	X	X X X	4
44		X	1
43	X		1
42	X X X	X X X	6
41			0
40	X		1
39	X X X X	X X X	7
38	X X X X	X	5
37	X X X X X X	X	7
36	X X	X X X X X	7
35	X X	X X X	5
34	X X X	X X X X	7
33	X X X	X X X	6
32	X X X X X X	X X X	9
31	X X	X X X X X X	8
30	X X		2
29	X		1
28	X	X X X	4
27	X X	X X	4
26		X X	2
25	X X X	X X X X	7
24	X		1
23	X		1
22		X	1
21		X	1
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 10/2/2024      TIME: 10:55 - 11:48

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,900 vehicles      SEGMENT LENGTH: 0.60 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 39 M.P.H.

50TH %: 34 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 63%

% OVER PACE: 15%

% UNDER PACE: 22%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Horizontal Curvature, Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Edinger Avenue**

**LIMITS: West of Newport Avenue-West City Limit to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52	X		1
51			0
50	X	X X X	4
49	X	X X X	4
48	X X X X X X	X X X X X X X X	12
47	X X X X	X X X	6
46	X X X X X	X	5
45	X X X X	X X	5
44		X X X	3
43		X	1
42	X X X X	X	4
41	X X	X	3
40	X X X X X X	X X X X X X	10
39	X X X X X	X X	6
38	X X X X	X X X X X X	8
37	X X X X X	X X	6
36	X X X X X	X X	6
35	X X X X X	X X	6
34	X	X X X	4
33	X	X X	3
32	X	X X	3
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME : 10:50 - 11:15

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 24,765 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 4 midblock collisions

ACCIDENT RATE: 0.59 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 48 M.P.H.**

50TH %: 40 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 56%

% OVER PACE: 41%

% UNDER PACE: 3%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Railroad Crossing

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Edinger Avenue**

**LIMITS: Red Hill Avenue to 1500' East of Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54	X		1
53	X	X X X X	5
52	X X X X	X	5
51	X X X X X X X	X X	9
50	X X X X X X X X X X	X X X X X X X X X	18
49	X X X X	X X X X X X X	11
48	X X X X X X X X X X	X X X X X X X	17
47	X X X X	X X X X X X X	11
46	X X X X X	X X X	8
45	X	X X X X X X X	8
44	X	X	2
43	X	X	2
42	X	X	2
41			0
40		X	1
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME : 10:00 - 10:30

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 23,443 vehicles      SEGMENT LENGTH: 0.30 miles

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ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 5 midblock collisions

ACCIDENT RATE: 0.65 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

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85TH %: 51 M.P.H.  
 50TH %: 48 M.P.H.  
 15TH %: 46 M.P.H.

AVERAGE SPEED: 48 M.P.H.  
 10 MPH PACE: 44 - 53 M.P.H.  
 % IN PACE: 94%  
 % OVER PACE: 1%  
 % UNDER PACE: 5%



TRAFFIC No. 2838

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ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature

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EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Edinger Avenue**

**LIMITS: 1500' East of Red Hill Avenue to Kensington Park Drive**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54		X X	2
53		X X	2
52	X X X X X X		6
51	X X X X X X X	X X X	10
50	X X X X X X X X X	X X X X X X X X X	17
49	X X X X	X X X X X X X X X	13
48	X X X X X X X	X X X	10
47	X X X X X	X X X X X X X	12
46	X X	X X X X	6
45	X X X X X	X X X X X X X X X	13
44	X X	X X X	5
43	X X X	X	4
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME: 10:40 - 11:15

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 23,443 vehicles      SEGMENT LENGTH: 0.45 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.26 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 51 M.P.H.**  
**50TH %: 49 M.P.H.**  
**15TH %: 45 M.P.H.**  
**AVERAGE SPEED: 48 M.P.H.**  
**10 MPH PACE: 43 - 52 M.P.H.**  
**% IN PACE: 96%**  
**% OVER PACE: 4%**  
**% UNDER PACE: 0%**



TRAFFIC No. 2838

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ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

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EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Edinger Avenue**

**LIMITS: Kensington Park Drive to Jamboree Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59	X		1
58			0
57	X		1
56	X		1
55	X X X	X X X X	7
54	X X X X X X X X X X X X X X X X	X X	15
53	X X X X X X X X X X X X X X X X	X	14
52	X X X X X	X X X X	9
51	X X X X	X	5
50	X X X X	X X X X X X X X X X X X X X X X	16
49		X X X	3
48	X X	X X	4
47		X X X X X	5
46		X X X X X X X	6
45	X X	X X X	5
44	X	X X	3
43		X X	2
42		X X	2
41			0
40		X	1
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/2/2024      TIME : 10:00 - 10:43

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane, curve

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 22,449 vehicles      SEGMENT LENGTH: 1.00 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.08 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 54 M.P.H.

50TH %: 51 M.P.H.

15TH %: 46 M.P.H.

AVERAGE SPEED: 50 M.P.H.

10 MPH PACE: 46 - 55 M.P.H.

% IN PACE: 84%

% OVER PACE: 3%

% UNDER PACE: 13%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Continuity of Speed

---

EXISTING SPEED LIMIT: 55 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Edinger Avenue**

**LIMITS: Jamboree Road to Harvard Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	X X X X X X	X X	8
52	X X X	X	4
51	X X	X X	4
50	X X X X X	X X X X X X X X X X	15
49	X X X	X X X X	7
48	X X X X X X X X X X X	X X X X X X X	17
47	X X X	X X X X X X X X X X	13
46	X X	X X X	5
45	X X	X	3
44	X X X X X X X	X X X X X X	12
43	X X	X X	4
42	X X X	X X	5
41	X X		2
40			0
39			0
38	X		1
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 9:00 - 9:30

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 25,738 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 51 M.P.H.

50TH %: 48 M.P.H.

15TH %: 44 M.P.H.

AVERAGE SPEED: 48 M.P.H.

10 MPH PACE: 44 - 53 M.P.H.

% IN PACE: 88%

% OVER PACE: 0%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: El Camino Real**

**LIMITS: First Street to Main Street**

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

DATE: 9/11/2024      TIME: 12:06 - 12:53

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,477 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 23 M.P.H.  
 50TH %: 20 M.P.H.  
 15TH %: 16 M.P.H.

AVERAGE SPEED: 19 M.P.H.  
 10 MPH PACE: 15 - 24 M.P.H.  
 % IN PACE: 88%  
 % OVER PACE: 8%  
 % UNDER PACE: 0%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Narrow Roadway, Diagonal Parking, Downtown District, High Pedestrian Activity

---

EXISTING SPEED LIMIT: 25 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: El Camino Real**

**LIMITS: Main Street to Newport Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34		X	1
33			0
32	X X	X X X	5
31	X		1
30	X X	X	3
29	X	X X X	4
28	X X X	X X X	6
27	X X X	X X X X X X X X	11
26	X X X X X	X X X X X	10
25	X X X X X	X X X X X X X X	13
24	X X X X X X X	X X X X X X X X	15
23	X X X X	X X X	7
22	X X X X X X X X	X X X X	12
21	X X X	X X	5
20	X X	X	3
19	X X X		3
18	X		1
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME : 13:01 - 13:39

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking, curve at south end of segment

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,713 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 28 M.P.H.  
 50TH %: 25 M.P.H.  
 15TH %: 22 M.P.H.

AVERAGE SPEED: 25 M.P.H.  
 10 MPH PACE: 21 - 30 M.P.H.  
 % IN PACE: 86%  
 % OVER PACE: 7%  
 % UNDER PACE: 7%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Narrow Roadway, Diagonal Parking, Downtown District, High Pedestrian Activity

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: El Camino Real**

**LIMITS: Newport Avenue to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45	X X X		3
44	X	X	2
43	X X	X X	4
42	X X X X	X X X X	8
41	X X X	X X	5
40	X X X X X	X X X X X	10
39	X X X	X X X X X	8
38	X X X X X	X X X	8
37	X X X X	X X X X X X X	11
36	X X X X X X	X X X X X	11
35	X X X	X X X X	7
34	X X X X X	X X X X X	10
33	X X X X	X X	6
32	X X	X X X X	6
31	X X X		3
30		X	1
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>103</b>

DATE: 9/11/2024      TIME: 9:00 - 10:15

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, school

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 13,386 vehicles      SEGMENT LENGTH: 0.51 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 8 midblock collisions

ACCIDENT RATE: 1.07 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 37 M.P.H.

15TH %: 33 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 82%

% OVER PACE: 9%

% UNDER PACE: 10%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: School Area, High Accident Rate

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: El Camino Real**

**LIMITS: Red Hill Avenue to Browning Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52	X		1
51	X	X	2
50	X X	X X	4
49		X	1
48	X	X	2
47	X X		2
46	X X	X X X	5
45	X X X X	X X X X	8
44	X X	X X	4
43	X X	X	3
42	X X X	X X X	6
41	X X X X X	X X X X	9
40	X X	X X	4
39	X X	X X	4
38	X X X X	X X X	7
37	X X	X X	4
36	X X X X	X X X X	8
35	X X X X	X X X	7
34	X	X X	3
33	X	X X X X	5
32	X	X	2
31	X	X	2
30		X X X	3
29		X	1
28	X X		2
27	X		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 12:05 - 12:25

STREET CLASIFICATION: Major Collector

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 10,829 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 4 midblock collisions

ACCIDENT RATE: 0.67 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 46 M.P.H.

50TH %: 40 M.P.H.

15TH %: 33 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 57%

% OVER PACE: 17%

% UNDER PACE: 26%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Horizontal Curvature, Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: El Camino Real**

**LIMITS: Browning Avenue to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45	X		1
44	X X	X	3
43	X X X	X X	5
42	X X X X X	X X	7
41	X X X	X X X	6
40	X X X X X	X X X X	9
39	X X X X X X X X	X X X X X X X X	16
38	X X X X X X	X X X X X X	12
37	X X X X X X X X	X X X X X X X X	17
36	X X X X X	X X X X X X	12
35	X X X	X X X X X	9
34	X X	X X X	5
33	X X	X X X X	6
32	X X X	X X	5
31	X	X	2
30			0
29	X	X	2
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>117</b>

DATE: 9/23/2024      TIME : 13:00 - 14:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, park, curvilinear

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,721 vehicles      SEGMENT LENGTH: 0.45 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.53 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 38 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 85%

% OVER PACE: 8%

% UNDER PACE: 8%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Park, Horizontal Curvature

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: El Camino Real**

**LIMITS: Tustin Ranch Road to Myford Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45		X	1
44		X X X	3
43	X		1
42	X X	X X	4
41	X X	X X	4
40	X X X X X	X X	7
39	X	X X X X	5
38	X X	X X X	5
37	X X X X	X X X X X X	10
36	X X X X X X X	X X	9
35	X X X X X X	X X X X	10
34	X X	X X X	5
33	X X X X X	X X X X X	10
32	X	X	2
31	X X X X	X X X X	8
30	X X X	X X	5
29	X X		2
28			0
27	X X	X X	4
26	X	X X X	4
25		X	1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 11:00 - 12:50

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 19,677 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 40 M.P.H.

50TH %: 35 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 71%

% OVER PACE: 13%

% UNDER PACE: 16%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: El Camino Real**

**LIMITS: Myford Road to Jamboree Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41	X		1
40		X	1
39	X X X	X X	5
38	X X X	X X X	6
37	X X X X X X		6
36	X	X X X	4
35	X X	X X X X	6
34	X X X X	X X X X	8
33	X X X X X X	X X X	9
32	X X X X X	X X X X	9
31	X X X	X X X X X X X	10
30		X X X X X X X X	8
29	X X	X X	4
28		X X X X X X	6
27	X X X	X X	5
26	X		1
25	X X	X	3
24	X X X X X X		6
23	X X		2
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME: 12:45 - 14:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 24,508 vehicles      SEGMENT LENGTH: 0.30 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.25 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

**85TH %: 37 M.P.H.**

50TH %: 32 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 71%

% OVER PACE: 2%

% UNDER PACE: 27%



TRAFFIC No. 2838

ROADWAY CHARACTERISTICS Shopping Center Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: First Street**

**LIMITS: West of Tustin Avenue to El Camino Real**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42		X	1
41	X		1
40		X X X	3
39	X		1
38	X	X	2
37	X X X X X X X	X X X X	10
36	X	X X X	4
35	X X	X X X X X X X X	9
34	X	X X X	4
33	X X	X X X X X	7
32	X X X X X X	X X X X	9
31	X	X X X	4
30	X X X X X X X X X	X	9
29	X X X	X X X	6
28	X X	X X	4
27	X X X X X X X	X X X X	10
26	X	X X X X	5
25	X X		2
24	X	X	2
23	X X	X	3
22	X		1
21	X X		2
20	X		1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>		<b>100</b>	

DATE: 9/11/2024      TIME: 10:00 - 10:59

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, on-street parking, park

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 15,394 vehicles      SEGMENT LENGTH: 0.54 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 5 midblock collisions

ACCIDENT RATE: 0.55 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 37 M.P.H.

50TH %: 32 M.P.H.

15TH %: 26 M.P.H.

AVERAGE SPEED: 31 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 67%

% OVER PACE: 22%

% UNDER PACE: 11%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS On-Street Parking, Park

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: First Street**

**LIMITS: El Camino Real to Centennial Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41		X	1
40	X X	X	3
39			0
38	X X	X X X	5
37	X X X X	X	5
36	X X X	X X X X X X X X X X	13
35	X X X X	X X	6
34	X X X X	X X X X X	9
33	X	X X X X X	6
32	X X X X X X	X X X X	10
31	X X X X X X X	X X	9
30	X X X X X X X	X X X	10
29	X X X X X X X	X X X X X X X	14
28	X	X X X X X	6
27	X X	X X X X	6
26	X X X	X	4
25			0
24			0
23			0
22	X		1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>108</b>

DATE: 9/11/2024      TIME: 11:08 - 11:51

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, on-street parking

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 13,755 vehicles      SEGMENT LENGTH: 0.28 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 36 M.P.H.  
 50TH %: 32 M.P.H.  
 15TH %: 28 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 27 - 36 M.P.H.

% IN PACE: 82%

% OVER PACE: 13%

% UNDER PACE: 5%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS On-Street Parking

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: First Street**

**LIMITS: Centennial Way to Newport Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43	X		1
42		X	1
41	X		1
40	X X X X X X	X X X	9
39	X X X X	X X X X	8
38	X X X X	X X X X X X X	11
37	X X X X X X X	X X X X X	12
36	X X X X X	X X	7
35	X X X X X X	X X X X X X	12
34	X X X X	X X X X	8
33	X X X X	X X X X	8
32	X X X X	X X X X X	9
31	X X X	X X X X X X	9
30	X X X	X	4
29		X X	2
28		X	1
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>103</b>

DATE: 9/9/2024      TIME : 10:52 - 11:56

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, on-street parking

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 13,755 vehicles      SEGMENT LENGTH: 0.24 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.28 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 39 M.P.H.

50TH %: 35 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 90%

% OVER PACE: 3%

% UNDER PACE: 7%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bus Stop

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: First Street**

**LIMITS: Newport Avenue to Charloma Drive**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39	X		1
38	X X	X	3
37	X	X X	3
36	X X	X	3
35	X X X X X X	X X X	9
34	X X X X X	X X X X	9
33	X X X X X X X	X X X X X	12
32	X X X	X X X X X	8
31	X X X X X X	X X X X X X	11
30	X X X X X X X	X X X X X X X	14
29	X X X X	X X X X X	9
28	X X X X X X	X X X X X X	12
27	X	X X X X	5
26		X	1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME : 9:18 - 10:43

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,947 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.61 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 35 M.P.H.

50TH %: 31 M.P.H.

15TH %: 28 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 27 - 36 M.P.H.

% IN PACE: 92%

% OVER PACE: 7%

% UNDER PACE: 1%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Horizontal Curvature, On-Street Parking, Residential Area

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Franklin Avenue**

**LIMITS: Michelle Drive to Walnut Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43	X X		2
42		X	1
41	X	X X	3
40		X X X	3
39	X X X	X X	5
38	X	X X X	4
37	X X X X X X	X X X	9
36	X X X	X X	5
35			0
34	X X X X X X X	X X X X X X	13
33	X X X	X X X X	7
32		X X	2
31	X X	X X X	5
30	X X X X X	X X X X X X	11
29	X X X X	X X	6
28	X X X X X		5
27	X X X X X	X X	7
26	X X		2
25	X	X	2
24			0
23		X X X X X	5
22		X X X	3
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME: 9:00 - 11:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,641 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (2 years)      # OF ACCIDENTS: 4 midblock collisions

ACCIDENT RATE: 2.77 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 33 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 28 - 37 M.P.H.

% IN PACE: 63%

% OVER PACE: 18%

% UNDER PACE: 19%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, High Accident Rate

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Franklin Avenue**

**LIMITS: Walnut Avenue to Dow Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47		X	1
46			0
45			0
44			0
43	X	X X	3
42		X	1
41	X X X X X X		6
40	X X		2
39		X	1
38	X X	X X X X	6
37	X X X X	X X X	7
36	X X	X	3
35	X X X X X X		6
34	X X	X X	4
33			0
32	X X X X X X X	X X X X X	12
31	X X X X X	X X X X	9
30	X X X X	X X X X X	9
29	X	X X X X	5
28			0
27		X X	2
26	X X X	X X X	6
25	X		1
24		X	1
23	X X X X	X X X X X	9
22		X X X	3
21		X X X	3
20		X	1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>101</b>

DATE: 9/18/2024      TIME : 11:18 - 13:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,093 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (2 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 1.20 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

**85TH %: 38 M.P.H.**

50TH %: 32 M.P.H.

15TH %: 23 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 60%

% OVER PACE: 14%

% UNDER PACE: 26%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

No. 83169

CIVIL

STATE OF CALIFORNIA

TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Lane Drop, Multiple Driveways

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Heritage Way**

**LIMITS: Tustin Ranch Road to Myford Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36	X X	X X	4
35	X X	X X X	5
34	X X X X	X X X	7
33	X X X X X X	X X X X X	11
32	X X X X X X	X X X	9
31	X X	X X X	5
30	X X	X X X	5
29	X X X X	X X X X X	9
28	X X X X X	X X X X X X X	12
27	X	X X	3
26	X X	X X X	5
25	X	X	2
24	X X		2
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>79</b>

DATE: 9/9/2024                      TIME : 9:05 - 11:05

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking, parks, curvilinear

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,984 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm                      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 34 M.P.H.

50TH %: 31 M.P.H.

15TH %: 28 M.P.H.

AVERAGE SPEED: 31 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 90%

% OVER PACE: 5%

% UNDER PACE: 5%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Residential Area, Horizontal Curvature, Park Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.                      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Heritage Way**

**LIMITS: Myford Road to Bryan Avenue**

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

DATE: 9/12/2024      TIME: 12:10 - 14:10

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, curvilinear

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,712 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 33 M.P.H.  
 50TH %: 26 M.P.H.  
 15TH %: 19 M.P.H.

AVERAGE SPEED: 26 M.P.H.  
 10 MPH PACE: 18 - 27 M.P.H.

% IN PACE: 50%  
 % OVER PACE: 44%  
 % UNDER PACE: 6%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Residential Area, Horizontal Curvature

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Holt Avenue**

**LIMITS: North of Warren Avenue to Irvine Boulevard**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50		X	1
49			0
48	X	X	2
47		X X	2
46	X X X X	X X X X X X	10
45	X X	X X X X X X	8
44	X X X X X X	X X X X X	11
43	X X X X	X X X X	8
42	X X X X X X	X X X X X	11
41	X X X X	X X	6
40	X X	X X X X X	7
39	X	X X	3
38	X X X X X	X X X	8
37	X X	X X	4
36	X X X X	X X X X	8
35	X X		2
34	X X X	X	4
33	X X X X		4
32	X		1
31		X	1
30	X		1
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>102</b>

DATE: 11/14/2024      TIME: 11:00 - 11:30

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 10,247 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.18 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 45 M.P.H.

50TH %: 42 M.P.H.

15TH %: 36 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 37 - 46 M.P.H.

% IN PACE: 75%

% OVER PACE: 5%

% UNDER PACE: 21%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Holt Avenue**

**LIMITS: Irvine Boulevard to Newport Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37		X	1
36		X	1
35	X		1
34		X	1
33	X	X	2
32	X X		2
31	X X X X	X X	6
30	X X X X	X X X X	8
29	X X	X X X X X	7
28	X X	X X X	5
27	X X X X	X X X X X X	10
26	X X X X X X	X X X X	10
25	X X X X	X X X X X X	10
24	X X X X	X X X X X	9
23	X X X X X	X X X X X	10
22	X X X	X X X	6
21	X X	X	3
20	X X	X	3
19	X X X		3
18		X	1
17	X		1
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 11/14/2024      TIME: 10:00 - 11:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, curvilinear

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,067 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 1.80 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 30 M.P.H.  
 50TH %: 26 M.P.H.  
 15TH %: 22 M.P.H.

AVERAGE SPEED: 26 M.P.H.  
 10 MPH PACE: 22 - 31 M.P.H.

% IN PACE: 81%  
 % OVER PACE: 8%  
 % UNDER PACE: 11%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, Horizontal Curvature, High Accident Rate

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Irvine Boulevard**

**LIMITS: SR-55 (West City Limit) to Prospect Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48		X	1
47			0
46			0
45		X X X X	4
44		X	1
43	X	X	2
42	X	X X X X	5
41	X X X X X	X X X X X X	10
40	X X X X X	X X X	7
39	X X X X X	X X X X X X	9
38	X	X X X X	5
37	X X X X X X	X X X X	9
36	X X X X X	X X X	7
35	X X X	X X X X X X	8
34	X X	X X X	5
33	X X X X X X X	X X X X	10
32	X X X X X X X	X	7
31	X X X X X X	X	6
30	X X X X		3
29	X		1
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 9:00 - 10:20

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 26,152 vehicles      SEGMENT LENGTH: 0.58 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 7 midblock collisions

ACCIDENT RATE: 0.42 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 37 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 77%

% OVER PACE: 13%

% UNDER PACE: 10%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Irvine Boulevard**

**LIMITS: Prospect Ave to Newport Ave**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47		X	1
46		X	1
45		X X	2
44	X		1
43	X X X X	X X X	7
42	X X X	X	4
41	X X X X	X X	6
40	X X X X X X	X	7
39	X X	X X	4
38	X X X X X X X	X X X X	11
37	X X X X	X X X X X X X	11
36	X X X X	X X X X	8
35	X X X	X X X X X	8
34	X X X	X X X X X X	9
33	X	X X	3
32	X X X	X X X X X	8
31	X	X X	3
30	X X	X	3
29	X	X	2
28			0
27	X		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 9:00 - 9:45

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, school xing at Prospect

ADJACENT LAND USE: Commercial, residential, school

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 25,450 vehicles      SEGMENT LENGTH: 0.60 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 5 midblock collisions

ACCIDENT RATE: 0.30 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 37 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 75%

% OVER PACE: 5%

% UNDER PACE: 20%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS School Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Irvine Boulevard**

**LIMITS: Newport Ave to Charloma Dr**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	X	X	2
46	X	X X	3
45		X	1
44	X		1
43	X	X X	3
42	X	X	2
41	X X X	X X X X X	8
40	X X	X X X	5
39	X X X	X X X X	7
38	X X X X	X	5
37	X X	X X X	5
36	X X X	X X X X	7
35	X X	X	3
34	X X X X X	X X X	8
33	X X X	X X X X X	8
32	X X X X X X	X X X X	10
31	X X X X	X X	6
30	X X X	X	4
29	X X		2
28	X X	X X X	5
27	X	X X	3
26		X	1
25		X	1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 9:50 - 10:30

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median, school xing at Charloma

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 36,193 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.17 acc/mvm                      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 35 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 66%

% OVER PACE: 12%

% UNDER PACE: 22%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Irvine Boulevard**

**LIMITS: Charloma Dr to Red Hill Ave**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49	X		1
48			0
47	X		1
46			0
45	X X X	X X	5
44			0
43	X X	X X X X	6
42		X X X	3
41	X X X	X X X X	7
40	X X X X X	X	6
39	X X X X X	X X X X	9
38	X X X X X	X X X X X X X	12
37	X X X X X X X	X X X	10
36	X X X X X	X X X X	9
35	X X X X X	X X X X X X	11
34	X X	X X X X X X	8
33	X X X X X X	X X	8
32			0
31		X X X X	4
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 12:02 - 13:04

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, 2-way left-turn lane

ADJACENT LAND USE: Residential, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 36,193 vehicles      SEGMENT LENGTH: 0.13 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 4 midblock collisions

ACCIDENT RATE: 0.78 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

**85TH %: 42 M.P.H.**

50TH %: 38 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 83%

% OVER PACE: 13%

% UNDER PACE: 4%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Irvine Boulevard**

**LIMITS: Browning Avenue to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50	X		1
49	X		1
48		X	1
47	X X X		3
46	X X X X	X X X	7
45	X X X X X	X X	7
44	X X	X X X X	6
43	X X X	X X	5
42	X	X X X X X	6
41	X X X X X	X X X X X	10
40	X	X X X X X X X	8
39	X X	X X X X	6
38	X X X X X X	X X X	9
37	X X X X X X	X X X X X	11
36	X X X X X	X X X X X	10
35	X X X X	X X X X X	9
34	X X X X X	X X X X	9
33	X X X X	X X	6
32	X X X	X X	5
31	X	X	2
30			0
29	X X		2
28			0
27	X		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>125</b>

DATE: 10/2/2024      TIME: 9:00 - 9:30

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 33,646 vehicles      SEGMENT LENGTH: 0.79 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.10 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

**85TH %: 45 M.P.H.**

50TH %: 38 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 39 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 67%

% OVER PACE: 25%

% UNDER PACE: 8%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

No. 83169

CIVIL ENGINEER

STATE OF CALIFORNIA

TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Irvine Boulevard**

**LIMITS: Tustin Ranch Road to Jamboree Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	X		1
52		X	1
51		X X	2
50	X	X	2
49		X	1
48	X X	X X	4
47	X X	X	3
46	X	X	2
45	X X X X X	X	6
44	X X	X X X	5
43	X	X X	3
42	X X	X	3
41	X		1
40	X	X X	3
39	X X X	X	4
38	X	X X	3
37	X X X	X	4
36	X	X X	3
35	X X X X X	X X	7
34	X	X X X	4
33	X	X X	3
32	X X X X	X	5
31	X	X X	3
30	X X	X X X X X X X	9
29	X	X	2
28	X		1
27	X X	X X X	5
26	X	X X	3
25	X X X	X X	5
24	X	X	2
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 10/2/2024      TIME: 9:00 - 9:30

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 27,320 vehicles      SEGMENT LENGTH: 0.64 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.16 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 46 M.P.H.

50TH %: 36 M.P.H.

15TH %: 28 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 45%

% OVER PACE: 37%

% UNDER PACE: 18%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: North City Limit to Pioneer Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63	X		1
62		X	1
61	X X X X	X X X X X	8
60	X X X	X X	5
59	X X	X X	4
58		X X X X X	5
57		X	1
56	X X X X X	X X X X	8
55	X X	X X X X	6
54	X X X X X X X X	X X X X	11
53	X X X X X	X X X X X X X X	11
52	X X	X X X X X X X X X X	12
51	X X X X X X X X X	X X X	11
50	X X	X X X	5
49	X		1
48	X X X X X X X	X X	8
47	X X		2
46	X X X X		4
45	X X		2
44		X	1
43	X		1
42	X X		2
41	X		1
40			0
39	X X		2
38			0
37			0
36			0
35	X		1
34	X		1
33	X		1
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>116</b>

DATE: 10/2/2024      TIME: 9:00 - 9:30

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 18,903 vehicles      SEGMENT LENGTH: 0.51 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.09 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

85TH %: 59 M.P.H.

50TH %: 53 M.P.H.

15TH %: 47 M.P.H.

AVERAGE SPEED: 52 M.P.H.

10 MPH PACE: 47 - 56 M.P.H.

% IN PACE: 65%

% OVER PACE: 22%

% UNDER PACE: 14%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane

---

EXISTING SPEED LIMIT: 55 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 55 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: Pioneer Road to Patriot Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61		X	1
60	X		1
59	X X X	X	4
58	X		1
57		X X X X X	5
56	X X X X X X	X X X X X	11
55	X X	X X X X X X X X	10
54	X X	X X X X X X X X X X	13
53		X X	2
52	X X X	X X X X X	8
51	X X X	X X X X X X	9
50	X X X X	X X X	7
49	X X X X	X X X X X	9
48	X X X X X	X X X X X X	11
47	X X X X X X	X X X X	10
46	X X		2
45		X	1
44	X X X X	X	5
43	X X	X X	4
42	X X X		3
41	X X X	X	4
40	X		1
39	X X		2
38	X X		2
37			0
36	X		1
35	X		1
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>128</b>

DATE: 9/18/2024      TIME: 11:05 - 11:51

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential on west side, undeveloped on east side

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 18,903 vehicles      SEGMENT LENGTH: 0.63 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.15 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

85TH %: 56 M.P.H.  
 50TH %: 51 M.P.H.  
 15TH %: 44 M.P.H.

AVERAGE SPEED: 50 M.P.H.  
 10 MPH PACE: 47 - 56 M.P.H.

% IN PACE: 70%  
 % OVER PACE: 9%  
 % UNDER PACE: 20%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane  
 NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 55 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 55 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: Patriot Way to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62	X		1
61			0
60	X X	X	3
59	X X X		3
58		X X X	3
57	X X	X	3
56	X		1
55		X X X X X	5
54	X X X X X	X X X X X	10
53	X X X X X X	X X X X X X X	13
52	X X X X X	X X X	8
51	X X X X X	X X X X X	10
50	X	X X X X	5
49	X X X X X X	X	7
48	X X X	X X X X	7
47	X X	X X X	5
46	X X X	X X X X	7
45	X	X	2
44	X		1
43	X X	X	3
42		X X	2
41	X X X	X	4
40	X		1
39			0
38			0
37	X X		2
36		X X	2
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>108</b>

DATE: 9/17/2024      TIME: 11:55 - 12:31

**STREET CLASIFICATION:** Principal Arterial

**ROADWAY DESCRIPTION:** 2 lanes each direction, raised median with landscaping, bike lane

**ADJACENT LAND USE:** Residential on west side, undeveloped on east side

**ROADWAY CONDITIONS:** Good

**WEATHER:** Clear

**AVERAGE DAILY TRAFFIC:** 20,473 vehicles      **SEGMENT LENGTH:** 0.75 miles

---

**ACCIDENT HISTORY DATES:** 1/1/2021 - 12/31/2023 (3 years)      **# OF ACCIDENTS:** 0 midblock collisions

**ACCIDENT RATE:** 0.00 acc/mvm      **EXPECTED RATE:** 0.93 acc/mvm

---

**85TH %:** 55 M.P.H.

**50TH %:** 51 M.P.H.

**15TH %:** 45 M.P.H.

**AVERAGE SPEED:** 50 M.P.H.

**10 MPH PACE:** 46 - 55 M.P.H.

**% IN PACE:** 71%

**% OVER PACE:** 13%

**% UNDER PACE:** 16%



TRAFFIC No. 2838

---

**ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS:** Bike Lane

---

**EXISTING SPEED LIMIT:** 55 M.P.H.      **SPEED LIMIT CHANGE (Y/N):** N

**ROADWAY SHARED WITH:** \_\_\_\_\_      **PROPOSED SPEED LIMIT:** 55 M.P.H.

**SHARED JURISDICTION SPEED:** \_\_\_\_\_ M.P.H.

---

**OBSERVED BY:** NDS

**REVIEWED BY:** Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: Tustin Ranch Road to Champion Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60		X	1
59		X	1
58			0
57			0
56	X		1
55		X	1
54	X X X X	X	5
53		X	1
52	X	X X X	4
51	X X	X X	4
50	X	X X X X X X X X	9
49	X X	X X	4
48		X X X	3
47	X X X	X X	5
46	X X X X	X X X X X	9
45	X	X X X	4
44	X X X X X	X X X X X	10
43	X X	X X X	5
42	X X X X	X X	6
41	X X X X	X X X X	8
40	X X		2
39	X X X	X X	5
38	X X	X	3
37	X X X X	X	5
36	X X	X X	4
35	X		1
34	X	X	2
33			0
32			0
31	X		1
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>104</b>

DATE: 9/18/2024      TIME: 10:13 - 10:54

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane, park

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 18,777 vehicles      SEGMENT LENGTH: 0.62 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.08 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 51 M.P.H.**

50TH %: 45 M.P.H.

15TH %: 38 M.P.H.

AVERAGE SPEED: 45 M.P.H.

10 MPH PACE: 41 - 50 M.P.H.

% IN PACE: 61%

% OVER PACE: 17%

% UNDER PACE: 22%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: Champion Way to Irvine Boulevard**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54	X X X		3
53	X X	X	3
52	X	X	2
51	X X	X X X	5
50	X X X X	X X X X	8
49	X	X	2
48	X X X X X	X X X X X	10
47	X X	X X X X	6
46	X	X X X X	5
45	X X X X X	X X	7
44	X X X	X X X	6
43	X X	X	3
42	X X	X X X X	6
41	X X X	X	4
40	X X	X X X X X	7
39	X	X X	3
38	X X X X	X	5
37	X X	X X	4
36	X	X X X	4
35		X	1
34	X	X X X X	5
33		X	1
32	X		1
31		X	1
30			0
29	X		1
28			0
27	X		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>104</b>

DATE: 9/12/2024      TIME: 10:50 - 11:25

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane, sports park, golf course, school

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 23,139 vehicles      SEGMENT LENGTH: 0.35 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.34 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 50 M.P.H.**

50TH %: 44 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 44 M.P.H.

10 MPH PACE: 42 - 51 M.P.H.

% IN PACE: 56%

% OVER PACE: 8%

% UNDER PACE: 37%

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales



TRAFFIC No. 2838

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: Irvine Boulevard to Bryan Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53		X	1
52		X	1
51		X	1
50	X X	X	3
49	X X X		3
48	X X X		3
47	X X X X X	X	6
46	X X X	X X	5
45	X X	X X X	5
44	X X	X X X X	6
43	X X X X	X X X X X X X X	12
42	X X X X	X X X X X	9
41	X X X	X X X X	7
40	X X X	X X X	6
39	X X	X X X X X X	8
38	X X X	X X	5
37	X X X X X	X X X	8
36	X	X X X	4
35	X X	X	3
34	X	X	2
33	X X		2
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
		<b>GRAND TOTALS</b>	<b>100</b>

DATE: 9/12/2024      TIME: 11:40 - 12:05

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 4 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 38,890 vehicles      SEGMENT LENGTH: 0.39 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.12 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 47 M.P.H.

50TH %: 42 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 42 M.P.H.

10 MPH PACE: 37 - 46 M.P.H.

% IN PACE: 71%

% OVER PACE: 18%

% UNDER PACE: 11%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: Bryan Avenue to I-5 (City Limit)**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46		X	1
45			0
44	X		1
43		X X	2
42	X X X	X X	5
41	X X X		3
40	X X X X X	X	6
39	X X X X X	X X X X	9
38	X X X	X X X	6
37	X X X X	X X X X X X	10
36	X X X X X X	X X	8
35	X X	X X X X	6
34	X X X X	X X X X X X	10
33	X X X X X	X X X X X	10
32	X X X	X X X X X X	9
31	X X	X X X X	6
30	X X X	X X X	6
29		X	1
28			0
27	X		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME: 14:40 - 16:00

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 4 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 67,041 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 5 midblock collisions

ACCIDENT RATE: 0.23 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 40 M.P.H.

50TH %: 36 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 80%

% OVER PACE: 12%

% UNDER PACE: 8%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Jamboree Road**

**LIMITS: OCTA/SCRRRA to Barranca Parkway**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64		X	1
63		X X	2
62		X X X	3
61	X	X X	3
60	X X	X X X	5
59	X	X X X X	5
58	X X	X X X X	6
57	X	X X X X X X	7
56	X X	X X X X	6
55	X	X X X	4
54	X X X	X X	5
53	X X X X	X X X X X	9
52	X X X X X	X X X X X	11
51	X X X X X	X X X X X	11
50	X X X X X	X X X X	10
49	X X X X X	X X X X X	10
48	X X X X X	X X X X	9
47	X X X X	X X X	7
46	X X X	X	4
45	X X	X X	4
44	X	X	2
43			0
42		X	1
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>125</b>

DATE: 9/9/2024      TIME : 10:45 - 12:30

**STREET CLASIFICATION:** Principal Arterial

**ROADWAY DESCRIPTION:** 4 lanes each direction, raised median with landscaping, bike lane, curvilinear

**ADJACENT LAND USE:** Residential, retail/commercial

**ROADWAY CONDITIONS:** Good

**WEATHER:** Clear

**AVERAGE DAILY TRAFFIC:** 74,989 vehicles      **SEGMENT LENGTH:** 1.60 miles

---

**ACCIDENT HISTORY DATES:** 1/1/2021 - 12/31/2023 (3 years)      **# OF ACCIDENTS:** 13 midblock collisions

**ACCIDENT RATE:** 0.10 acc/mvm      **EXPECTED RATE:** 0.87 acc/mvm

---

**85TH %:** 58 M.P.H.

**50TH %:** 52 M.P.H.

**15TH %:** 48 M.P.H.

**AVERAGE SPEED:** 53 M.P.H.

**10 MPH PACE:** 48 - 57 M.P.H.

**% IN PACE:** 66%

**% OVER PACE:** 20%

**% UNDER PACE:** 14%



TRAFFIC No. 2838

---

**ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS:** \_\_\_\_\_

---

**EXISTING SPEED LIMIT:** 60 M.P.H.      **SPEED LIMIT CHANGE (Y/N):** N

**ROADWAY SHARED WITH:** \_\_\_\_\_      **PROPOSED SPEED LIMIT:** 60 M.P.H.

**SHARED JURISDICTION SPEED:** \_\_\_\_\_ M.P.H.

---

**OBSERVED BY:** NDS

**REVIEWED BY:** Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Keller Drive**

**LIMITS: Robinson Drive to Jamboree Road**

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

DATE: 9/11/2024      TIME: 12:40 - 14:40

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking, school, park, curve at north end

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 500 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 31 M.P.H.  
 50TH %: 27 M.P.H.  
 15TH %: 23 M.P.H.

AVERAGE SPEED: 27 M.P.H.  
 10 MPH PACE: 22 - 31 M.P.H.  
 % IN PACE: 80%  
 % OVER PACE: 11%  
 % UNDER PACE: 9%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS School Area  
 NOT APPARENT TO DRIVERS: \_\_\_\_\_

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EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Kensington Park Drive**

**LIMITS: Valencia Avenue to Edinger Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42		X	1
41		X X	2
40	X	X X X	4
39	X	X X X	4
38	X X X X X	X X X X	9
37	X X X X	X X	6
36	X X X X X X X X	X X X X X	13
35	X X X X X	X X X X X	10
34	X X X X X X	X X X	9
33	X X X X X X X X	X X X X X X X X	16
32	X X X X X X	X X X X	10
31	X X X	X X X X X X	9
30	X X	X X	4
29		X	1
28	X	X	2
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME : 11:30 - 12:15

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, bike lane

ADJACENT LAND USE: Residential, retail/commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,057 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 34 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 90%

% OVER PACE: 3%

% UNDER PACE: 7%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Shopping Center Area, Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Legacy Road**

**LIMITS: Warner Avenue to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		X	1
39			0
38		X	1
37		X X	2
36	X	X	2
35	X X	X X	4
34	X X X	X X	5
33	X X	X X	4
32	X X X	X X X	6
31	X X X X	X X	6
30	X X X	X X	5
29	X X X X	X X X X	8
28	X X X X	X X X X X	9
27	X X X	X X X	6
26	X X X X	X X X X X	9
25	X X X X	X X X X X X	10
24	X X X	X X X X X	8
23	X X X X X	X X X	8
22	X X X X	X	5
21	X		1
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME : 9:00 - 10:30

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, curvilinear

ADJACENT LAND USE: Residential, undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 3,278 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 33 M.P.H.  
 50TH %: 28 M.P.H.  
 15TH %: 24 M.P.H.

AVERAGE SPEED: 28 M.P.H.  
 10 MPH PACE: 23 - 32 M.P.H.  
 % IN PACE: 75%  
 % OVER PACE: 19%  
 % UNDER PACE: 6%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Main Street**

**LIMITS: West City Limit to William Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44	X		1
43	X		1
42	X	X	2
41		X X	2
40	X X	X	3
39	X X	X	3
38	X X X X X X	X X X X X	11
37	X X X	X X X	6
36	X	X X X	4
35	X X X	X X X X X	8
34	X X X X X X	X X X X X X	12
33	X X X X X X X	X X X X X X X X	15
32	X X X X X X X	X X X X X	12
31	X X X	X X X X	7
30	X X X		3
29	X X X X X	X X X X X X X X	13
28	X X	X	3
27		X	1
26	X		1
25	X	X	2
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>111</b>

DATE: 9/11/2024      TIME: 9:10 - 9:57

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking

ADJACENT LAND USE: Residential, park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,000 vehicles      SEGMENT LENGTH: 0.24 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 33 M.P.H.

15TH %: 29 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 82%

% OVER PACE: 11%

% UNDER PACE: 7%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Park

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Main Street**

**LIMITS: William Street to Myrtle Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42	X	X	2
41	X X X		3
40	X X X X X	X X X X X X X	12
39	X X X X X	X X	7
38	X	X X X X X	6
37	X X X	X X X X X X X X	11
36	X X X X X X X X	X X X	11
35	X X X X	X X X X X	9
34	X X X X X X X	X X X X	11
33	X X	X X X X X	7
32	X X X X	X X X X X	9
31	X X	X	3
30	X X X	X X	5
29	X X	X	3
28			0
27		X	1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 9:15 - 9:40

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline

ADJACENT LAND USE: Residential, school

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 10,676 vehicles      SEGMENT LENGTH: 0.46 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 40 M.P.H.

50TH %: 36 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 86%

% OVER PACE: 2%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS On-Street Parking, Residential Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Main Street**

**LIMITS: Myrtle Avenue to Prospect Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		X	1
39			0
38		X	1
37	X X X X X	X X X X X	10
36	X X X X	X X X	7
35	X X X X X X X X	X X X	10
34	X X X X X X X X X X	X X X X X	15
33	X X X X X X X X	X X X X X X X X	15
32	X X X	X X X X X	8
31	X X X	X X X	6
30	X X X X X X X X	X X X X	11
29	X	X X	3
28	X X	X X X X	6
27	X	X X X	4
26		X X	2
25			0
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 12/11/24      TIME: 11:15 - 11:45

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, two-way left turn center lane

ADJACENT LAND USE: Residential, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 10,676 vehicles      SEGMENT LENGTH: 0.53 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 36 M.P.H.

50TH %: 33 M.P.H.

15TH %: 29 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 28 - 37 M.P.H.

% IN PACE: 91%

% OVER PACE: 2%

% UNDER PACE: 7%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Residential Area

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Main Street**

**LIMITS: Prospect Avenue to Newport Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44	X		1
43		X	1
42	X		1
41	X X	X	3
40		X X X	3
39	X	X X X	4
38	X X	X X	4
37	X X X X X	X X X X	9
36	X X X X X	X X X X X X	10
35	X X X X X	X X X	8
34	X X X	X X X X	7
33	X X X X X X X	X	8
32	X X X	X X X X	7
31	X	X X X X	5
30		X X X	3
29	X X X	X X X X	7
28	X X	X	3
27	X		1
26		X X	2
25	X	X X	3
24	X X	X	3
23	X X X	X	4
22	X X		2
21			0
20	X		1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 11/14/2024      TIME: 9:00 - 9:25

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking

ADJACENT LAND USE: Civic Center, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 9,445 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (2 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 34 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 68%

% OVER PACE: 13%

% UNDER PACE: 19%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Main Street**

**LIMITS: Newport Avenue to Bryan Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46		X	1
45			0
44	X	X X	3
43	X X	X	3
42	X	X X X	4
41		X	1
40	X X X X	X X	6
39	X X X X X X	X X X X	10
38	X X X	X	4
37	X X X	X X X	6
36	X	X X X X X	6
35	X X X X	X X X	7
34	X X	X X X X X X	8
33	X X X X	X X X X	8
32	X X X X X X X	X X X X X	12
31	X X X	X X X	6
30	X X X	X	4
29	X X	X X	4
28	X X	X	3
27	X		1
26		X	1
25	X		1
24		X	1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 11/14/2024      TIME : 9:30 - 10:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Retail, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 9,894 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 4 midblock collisions

ACCIDENT RATE: 1.23 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 40 M.P.H.

50TH %: 35 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 73%

% OVER PACE: 12%

% UNDER PACE: 15%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, On-Street Parking, Horizontal Curvature, Continuity of Speed, High Accident Rate

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: McFadden Avenue**

**LIMITS: West City Limit to SR-55**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45	X		1
44	X		1
43			0
42	X X		2
41	X	X	2
40	X X X		3
39	X	X X	3
38	X X	X X X X X	7
37	X X X X	X X	6
36	X X X X	X X X	7
35	X X X X X X X	X X	9
34	X X X X X X	X	7
33	X X X X X X X	X X X X X	12
32	X X X X	X X	6
31	X X	X X X X X	7
30	X X X X	X	5
29	X X	X X	4
28	X X	X X X X X X	8
27	X X X X	X	5
26	X X	X X X	5
25	X	X X	3
24		X X	2
23		X X X X X X	6
22		X X	2
21		X	1
20		X	1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>115</b>

DATE: 10/2/2024      TIME: 9:00 - 10:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane

ADJACENT LAND USE: Commercial, Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 24,034 vehicles      SEGMENT LENGTH: 0.60 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

**85TH %: 38 M.P.H.**

50TH %: 33 M.P.H.

15TH %: 26 M.P.H.

AVERAGE SPEED: 32 M.P.H.

10 MPH PACE: 28 - 37 M.P.H.

% IN PACE: 62%

% OVER PACE: 17%

% UNDER PACE: 22%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

RP

No. 83169

STATE OF CALIFORNIA

TRAFFIC No. 2838

ROADWAY CHARACTERISTICS Bus Stop

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: McFadden Avenue**

**LIMITS: SR-55 to Newport Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		X X X	3
39		X X X X	4
38	X X X X	X X X X	8
37	X X	X X X X	6
36	X X X X X	X X X X X X	10
35	X X X X X X X X	X X X X X X X X	16
34	X X X X X	X X X X X X	11
33	X X X X X X X X	X X X X X X X	16
32	X X X X X X X X	X X X X X X	14
31	X X X X X	X X X	8
30	X X X X		4
29	X X		2
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>102</b>

DATE: 9/12/2024      TIME: 11:50 - 12:55

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane

ADJACENT LAND USE: Residential, Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 19,127 vehicles      SEGMENT LENGTH: 0.40 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (2 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 37 M.P.H.

50TH %: 34 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 95%

% OVER PACE: 3%

% UNDER PACE: 2%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bus Stop

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Michelle Drive**

**LIMITS: Chambers Road to Franklin Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43	X	X	2
42	X X X	X	4
41	X X X	X X X	6
40	X X X X X	X X	7
39	X X	X X X X	6
38	X X X X	X X	6
37	X X	X X X X X	7
36	X X X	X X X X X X X	10
35	X X X X X	X X X X	9
34	X X	X X	4
33	X X X X	X X X X	8
32	X	X X X	4
31	X X	X X	4
30	X X X X	X X X X	8
29	X X X	X X	5
28	X X	X	3
27	X	X X	3
26	X X	X	3
25	X		1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 9:00 - 11:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 13,090 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (2 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

**85TH %: 40 M.P.H.**

50TH %: 35 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 67%

% OVER PACE: 2%

% UNDER PACE: 31%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Michelle Drive**

**LIMITS: Franklin Avenue to Myford Road-East City Limit**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51	X		1
50			0
49			0
48	X	X	2
47		X	1
46	X		1
45	X	X	2
44	X	X X X	4
43	X X X X X	X X X X	9
42	X X	X X	4
41	X X X X	X	5
40	X	X X X	4
39	X X X	X	4
38	X	X	2
37		X X X	3
36	X X X X	X	5
35	X X		2
34	X X X X	X X X X	8
33	X X	X X X X X X	8
32	X X X X X	X X	7
31	X	X	2
30	X X		2
29	X		1
28		X	1
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>78</b>

DATE: 10/2/2024      TIME : 10:50 - 12:50

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,443 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.77 acc/mvm

---

85TH %: 43 M.P.H.

50TH %: 38 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 62%

% OVER PACE: 31%

% UNDER PACE: 8%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Mitchell Avenue**

**LIMITS: Newport Avenue to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35	X	X	2
34	X	X	2
33	X X X	X X X	6
32	X	X X X	4
31	X X X X	X X X X X	8
30	X X X X	X X X	7
29	X X X X X X	X X X X	10
28	X X X	X X X X	7
27	X X X X X X X	X X X X X X X X	15
26	X X X X X	X X X X X X	11
25	X X X X X X X	X X X X	11
24	X X	X X X X X	7
23	X X X X	X X	6
22	X X	X	3
21			0
20	X		1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME : 10:39 - 12:39

STREET CLASIFICATION: Major Collector

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, school, park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,330 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.29 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 31 M.P.H.  
 50TH %: 27 M.P.H.  
 15TH %: 24 M.P.H.

AVERAGE SPEED: 28 M.P.H.  
 10 MPH PACE: 24 - 33 M.P.H.  
 % IN PACE: 86%  
 % OVER PACE: 4%  
 % UNDER PACE: 10%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Residential Area, Multiple Driveways, School Area

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Mitchell Avenue**

**LIMITS: Red Hill Avenue to Browning Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37		X	1
36		X X	2
35		X	1
34		X	1
33	X X	X X	4
32	X X X	X X	5
31	X X	X X X X	6
30	X X X X	X X	6
29	X	X X	3
28	X X	X X X X	6
27	X X X X X	X X X X X X X X	13
26	X X X X	X X X X X	9
25	X X X	X X X	6
24	X X X X X X	X X X X X X	12
23	X X X X X X	X X X X	10
22	X X	X X	4
21	X X X		3
20	X X X X X	X	6
19	X		1
18			0
17	X		1
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/16/2024      TIME: 12:00 - 14:00

STREET CLASIFICATION: Major Collector

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,995 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.61 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 31 M.P.H.  
 50TH %: 26 M.P.H.  
 15TH %: 23 M.P.H.

AVERAGE SPEED: 27 M.P.H.  
 10 MPH PACE: 23 - 32 M.P.H.  
 % IN PACE: 76%  
 % OVER PACE: 9%  
 % UNDER PACE: 15%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS On-Street Parking, Residential Area, Multiple Driveways  
 NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Myford Road**

**LIMITS: Irvine Boulevard to Bryan Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47		X	1
46			0
45	X X	X X	4
44	X	X X	3
43	X X	X X X	5
42	X	X X	3
41	X X	X X	4
40	X X X X X	X X X	8
39	X X X X X X X	X X X X X	12
38	X X X X	X X X X X X X	11
37	X X X X X	X X X X X	10
36	X X X X X	X X X	8
35	X X	X X X	5
34	X X X		3
33	X X X	X	4
32	X X X	X X	5
31	X	X X X X	5
30	X	X X	3
29	X	X	2
28	X X	X X	4
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 11:10 - 11:55

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline

ADJACENT LAND USE: Residential, park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,319 vehicles      SEGMENT LENGTH: 0.40 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.62 acc/mvm                      EXPECTED RATE: 0.64 acc/mvm

---

**85TH %: 42 M.P.H.**

50TH %: 38 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 71%

% OVER PACE: 20%

% UNDER PACE: 9%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Horizontal Curvature, Park

---

EXISTING SPEED LIMIT: 40 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Myford Road**

**LIMITS: Bryan Avenue to El Camino Real**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42	X		1
41			0
40	X X	X	3
39		X X	2
38	X X		2
37	X	X	2
36	X X X	X X	5
35	X X		2
34	X X X X	X X X	7
33	X X	X X X X X X	8
32	X X X X X X X X	X X X	11
31	X X	X X X	5
30	X X X X X X X X	X X X X X X	14
29	X X X X	X X X	7
28	X X X X X	X X X X X X X X	12
27	X X X X	X X	6
26	X	X X X	4
25	X		1
24		X X X X X	5
23		X X	2
22			0
21		X	1
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME: 11:15 - 12:30

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, 2-way left turn lane, bike lane

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,763 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 35 M.P.H.

50TH %: 30 M.P.H.

15TH %: 27 M.P.H.

AVERAGE SPEED: 31 M.P.H.

10 MPH PACE: 27 - 36 M.P.H.

% IN PACE: 77%

% OVER PACE: 10%

% UNDER PACE: 13%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Myford Road**

**LIMITS: Michelle Drive to Dow Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52		X	1
51			0
50		X	1
49			0
48	X X		2
47	X X X	X	4
46		X X	2
45	X X	X X X X	6
44	X X X X	X	5
43	X	X X X X X	6
42	X X X X	X	5
41	X X X X X	X X X X	9
40	X X X	X X X	6
39	X X	X	3
38	X X X X	X	5
37	X X X	X X	5
36		X X X X X	5
35	X	X X	3
34	X X X	X	4
33		X	1
32	X	X X	3
31	X X		2
30	X X	X	3
29	X		1
28			0
27			0
26			0
25	X		1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>83</b>

DATE: 10/2/2024      TIME : 13:55 - 15:55

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,734 vehicles      SEGMENT LENGTH: 0.70 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 45 M.P.H.

50TH %: 40 M.P.H.

15TH %: 34 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 66%

% OVER PACE: 12%

% UNDER PACE: 22%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Newport Avenue**

**LIMITS: North of Warren Avenue to Old Irvine Boulevard**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54	X	X	2
53		X X	2
52	X X	X	3
51	X	X X	3
50	X	X X X	4
49	X X X	X X X X X	8
48	X X X X X	X X X X X X X	12
47	X X X X X X X	X X X X X X X	14
46	X X X	X X X X X X	9
45	X X X X X	X X X	8
44	X X X	X X X X X X	9
43	X X	X X	4
42	X X X	X	4
41	X X X	X X	5
40	X X X X X		5
39	X X X	X	4
38	X	X	2
37	X X		2
36	X X		2
35	X X		2
34	X		1
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>105</b>

DATE: 9/9/2024      TIME: 11:00 - 11:45

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, on-street parking, bike lane, church school

ADJACENT LAND USE: Commercial/Retail, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 28,515 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

85TH %: 49 M.P.H.

50TH %: 46 M.P.H.

15TH %: 40 M.P.H.

AVERAGE SPEED: 45 M.P.H.

10 MPH PACE: 40 - 49 M.P.H.

% IN PACE: 74%

% OVER PACE: 13%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Multiple Driveways, On-Street Parking

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Newport Avenue**

**LIMITS: Old Irvine Boulevard to Bryan Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		X	1
39	X	X X	3
38	X X	X X X	4
37	X X X	X X X X	6
36	X X X X X	X X X X	9
35	X X X X X X	X X X X X X X	13
34	X X X X X X X X	X X X X X X X X	16
33	X X X X	X X X X X X X X	12
32	X X X X X X	X X X X X X X	13
31	X X X X X	X X X X X	10
30	X X X X X X X X	X X	10
29	X X X X	X X X	7
28	X X	X X	4
27	X	X X	3
26	X	X	2
25		X	1
24	X		1
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>115</b>

DATE: 9/9/2024                      TIME : 9:00 - 9:40

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 25,891 vehicles      SEGMENT LENGTH: 0.80 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 4 midblock collisions

ACCIDENT RATE: 0.18 acc/mvm                      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 36      M.P.H.

50TH %: 33      M.P.H.

15TH %: 29      M.P.H.

AVERAGE SPEED: 33      M.P.H.

10 MPH PACE: 29 - 38      M.P.H.

% IN PACE: 87%

% OVER PACE: 3%

% UNDER PACE: 10%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, Lane Drop

---

EXISTING SPEED LIMIT: 35 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Newport Avenue**

**LIMITS: Bryan Avenue to El Camino Real**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43	X	X	2
42	X X	X	3
41	X X		2
40	X X X	X X	5
39	X X	X	3
38	X	X X X X X	6
37	X X X X	X X	6
36		X X	2
35	X X X X X X X X	X X X X X	13
34	X X	X X X X X X	8
33	X X X	X X	5
32	X X X X X X	X X X X X	11
31	X	X X	3
30	X X X X X X	X X X X	10
29	X X X X X X	X X X X	10
28	X X X X	X X	6
27	X	X	2
26		X	1
25	X X	X X	4
24	X	X	2
23			0
22		X	1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>105</b>

DATE: 9/11/2024      TIME: 12:01 - 12:52

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 27,716 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 5 midblock collisions

ACCIDENT RATE: 0.33 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 33 M.P.H.

15TH %: 29 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 70%

% OVER PACE: 14%

% UNDER PACE: 15%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Newport Avenue**

**LIMITS: El Camino Real to Sycamore Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40	X X X X X X	X X X X X X	12
39	X X X X	X X	6
38	X X X	X X X X X X	9
37	X X X X X X	X X X X X	11
36	X X X	X X X X	7
35	X X X X X X X X	X X X X X X X X X X	16
34	X X	X X X X X X	8
33	X X X X	X X X X X X	10
32	X X X X X X X X	X X X X	12
31	X X X X X	X X	7
30	X X X X		4
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>102</b>

DATE: 9/12/2024      TIME: 10:26 - 11:32

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, 2-way left turn lane

ADJACENT LAND USE: Retail, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 29,646 vehicles      SEGMENT LENGTH: 0.70 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 7 midblock collisions

ACCIDENT RATE: 0.31 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 39 M.P.H.

50TH %: 35 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 96%

% OVER PACE: 0%

% UNDER PACE: 4%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Newport Avenue**

**LIMITS: Sycamore Avenue to 1100' South of Sycamore Avenue**

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

DATE: 9/12/2024      TIME : 10:26 - 11:32

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 12,100 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.38 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 30 M.P.H.  
 50TH %: 25 M.P.H.  
 15TH %: 20 M.P.H.

AVERAGE SPEED: 23 M.P.H.

10 MPH PACE: 20 - 29 M.P.H.

% IN PACE: 68%

% OVER PACE: 15%

% UNDER PACE: 18%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Diagonal Parking, Residential Area

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Newport Avenue**

**LIMITS: Edinger Avenue to Del Amo Avenue-SR-55 Ramps**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42	X X X		3
41	X X X X		4
40	X X X X X		5
39	X X X	X X X	6
38	X X X	X X X X X	8
37	X X X X X X X	X X	8
36	X X X X X	X X X X	8
35	X X	X X X	5
34	X X	X X X X	6
33	X X X X X	X X X X X	9
32	X X	X X	4
31	X	X X X X	5
30	X X	X X	4
29		X	1
28	X	X X X X	5
27	X	X X	3
26	X X X X	X X X X	7
25	X X	X X	4
24	X X	X	3
23		X X	2
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME : 12:10 - 12:40

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 3 lanes each direction, raised median, bike lane

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 15,180 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 39 M.P.H.

50TH %: 34 M.P.H.

15TH %: 26 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 64%

% OVER PACE: 7%

% UNDER PACE: 29%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Newport Avenue**

**LIMITS: Del Amo Avenue-SR-55 Ramps to Valencia Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39		X X X X X	5
38	X	X X X X X X X X	9
37	X X X X X	X X X X X X X X	12
36	X X X X X X	X X X X X	10
35	X X X X X X X X X	X X X	11
34	X X X X X	X X X	7
33	X X X X X	X X X	7
32	X X X X X X X	X X X X X	11
31	X X X X X	X X	6
30	X X X X	X X	5
29	X X X X	X X X X	7
28	X X X X X X	X X	7
27	X X		2
26	X		1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 11:25 - 12:50

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 3 lanes each direction, raised median, bike lane

ADJACENT LAND USE: Commercial, undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 12,100 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 37 M.P.H.

50TH %: 34 M.P.H.

15TH %: 29 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 85%

% OVER PACE: 5%

% UNDER PACE: 10%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Nisson Road**

**LIMITS: Pasadena Avenue to B Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		X	1
39	X	X	2
38	X X X	X X X X	7
37	X X X X	X X X X X X	10
36	X X X X X	X X X X	9
35	X X X X X X X	X X X X X X X X	15
34	X X X X X	X X X X	9
33	X X X X X X X	X X X	10
32	X X X	X X X X X X X	10
31	X X X X X X X	X X X	9
30	X X X X	X X X X X	9
29	X		1
28	X X X	X X X	6
27		X	1
26	X		1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME : 9:00 - 11:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 3,700 vehicles      SEGMENT LENGTH: 0.30 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 2.47 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

**85TH %: 37 M.P.H.**

50TH %: 34 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 90%

% OVER PACE: 1%

% UNDER PACE: 9%



TRAFFIC No. 2838

ROADWAY CHARACTERISTICS On-Street Parking, High Accident Rate, Residential Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Nisson Road**

**LIMITS: Newport Avenue to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41	X		1
40		X	1
39	X X	X X	4
38	X X X X	X X X	7
37	X X X X X X	X X X X X X	12
36	X X X X	X X X	7
35	X X X X X X	X X X X X X	12
34	X X X X X	X X X X X X X	12
33	X X X X X X X X X	X X X X X	14
32	X X X	X X X X	7
31	X X X X	X X X X X X	10
30	X X	X X X	5
29	X	X	2
28		X X	2
27	X X	X	3
26	X		1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024 TIME: 12:55 - 14:40

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,653 vehicles SEGMENT LENGTH: 0.50 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years) # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.32 acc/mvm EXPECTED RATE: 1.07 acc/mvm

85TH %: 37 M.P.H.

50TH %: 34 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 90%

% OVER PACE: 2%

% UNDER PACE: 8%



TRAFFIC No. 2838

ROADWAY CHARACTERISTICS On-Street Parking, Multiple Driveways, Residential Area

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 35 M.P.H. SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_ PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Nisson Road**

**LIMITS: Red Hill Avenue to Browning Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44	X	X	2
43	X X X	X X	5
42	X X X	X X	5
41	X	X X	3
40	X X X	X	4
39	X X X X	X	5
38	X X X X	X	5
37	X X X X X	X X X	9
36	X	X X X X X	6
35	X X X X X X	X X X	9
34	X X X	X X	5
33	X X X X	X X X X X X	10
32	X X	X X X X X X	8
31	X X	X X X X	6
30	X X	X X	4
29	X X	X X X	5
28		X X	2
27	X X	X X	4
26	X	X	2
25		X	1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 11:20 - 11:55

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,860 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.27 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

**85TH %: 40 M.P.H.**

50TH %: 35 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 67%

% OVER PACE: 15%

% UNDER PACE: 18%

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Horizontal Curvature

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales



TRAFFIC No. 2838

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Old Irvine Boulevard**

**LIMITS: Newport Avenue to Irvine Boulevard**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39	X		1
38		X	1
37	X X	X X	4
36	X	X X X	4
35	X X X X	X X	5
34	X X X	X X	5
33	X X X	X	4
32	X X X X X	X X	7
31	X X X X	X X	5
30	X X X	X X X	6
29	X X X X X X	X X	8
28	X	X	2
27	X X	X X X X	6
26	X X X	X X X	6
25	X	X X X X	5
24	X X	X X X X X	7
23	X X X	X X X	6
22	X	X X X X	5
21	X X X	X X X X	7
20	X X X	X X	5
19	X		1
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 10:10 - 10:55

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 11,368 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.80 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 34 M.P.H.  
 50TH %: 29 M.P.H.  
 15TH %: 22 M.P.H.

AVERAGE SPEED: 28 M.P.H.  
 10 MPH PACE: 23 - 32 M.P.H.  
 % IN PACE: 58%  
 % OVER PACE: 24%  
 % UNDER PACE: 18%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Multiple Driveways

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Park Avenue**

**LIMITS: Moffett Drive to Warner Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43		X	1
42	X	X X X X	5
41		X X	2
40	X X	X X X X X X	8
39	X X X X	X X X X X	9
38	X X X X X	X X X X X X X	12
37	X X X X X X X X	X X	10
36	X X X X X X X	X X X	10
35	X X X X X X X X	X X X X X X	14
34	X X X X X X	X X X	9
33	X X X X	X X X X X	9
32	X X X	X X X	6
31	X	X	2
30	X	X X	3
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME : 9:40 - 10:35

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, raised median, bike lane

ADJACENT LAND USE: Residential, park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 8,584 vehicles      SEGMENT LENGTH: 0.48 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 40 M.P.H.

50TH %: 36 M.P.H.

15TH %: 33 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 89%

% OVER PACE: 6%

% UNDER PACE: 5%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature, Park

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Park Avenue**

**LIMITS: Warner Avenue to District Drive**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33		X	1
32		X	1
31	X	X X X X	5
30		X X X X X X	6
29	X X X X	X X X X X X X	11
28	X X X X X	X X X X X X	11
27	X X X X X X	X X X X X X X	13
26	X X X X X X	X X X X X X	12
25	X X X X X X X X	X X X X X X	14
24	X X X X X X X	X X X	10
23	X X X X X X	X X	8
22	X X X X	X	5
21	X X		2
20	X		1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 9:00 - 10:30

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 9,358 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 9 midblock collisions

ACCIDENT RATE: 2.93 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 29 M.P.H.  
 50TH %: 26 M.P.H.  
 15TH %: 23 M.P.H.

AVERAGE SPEED: 26 M.P.H.  
 10 MPH PACE: 22 - 31 M.P.H.  
 % IN PACE: 95%  
 % OVER PACE: 2%  
 % UNDER PACE: 3%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Shopping Center Area, Horizontal Curvature, High Pedestrian Activity, High Accident Rate

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Park Avenue**

**LIMITS: District Drive to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34		X	1
33		X X	2
32	X	X	2
31	X X	X X X	5
30	X X X	X X X X	7
29	X X X X X X	X X X X X X X	13
28	X X X X X X X X	X X X X X X X X	16
27	X X X X X X X X X	X X X X X X X	17
26	X X X X X X X X X X	X X X X X X	17
25	X X X X X	X X X X X	10
24	X X X	X X X X	7
23	X	X	2
22			0
21		X	1
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME : 10:45 - 12:30

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, raised median, curvilinear

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 12,127 vehicles      SEGMENT LENGTH: 0.15 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 1.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 30 M.P.H.  
 50TH %: 27 M.P.H.  
 15TH %: 25 M.P.H.

AVERAGE SPEED: 27 M.P.H.

10 MPH PACE: 24 - 33 M.P.H.

% IN PACE: 96%

% OVER PACE: 1%

% UNDER PACE: 3%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Shopping Center Area, Horizontal Curvature, High Pedestrian Activity

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Parkcenter Lane**

**LIMITS: Tustin Ranch Road to Bryan Avenue**

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

DATE: 9/12/2024      TIME : 14:00 - 16:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, bike lane, curvilinear

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,629 vehicles      SEGMENT LENGTH: 0.25 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 2.24 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

**85TH %: 35 M.P.H.**

50TH %: 31 M.P.H.

15TH %: 26 M.P.H.

AVERAGE SPEED: 31 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 77%

% OVER PACE: 13%

% UNDER PACE: 10%



TRAFFIC No. 2838

ROADWAY CHARACTERISTICS Park, Horizontal Curvature, High Accident Rate, Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Parkcenter Lane**

**LIMITS: Bryan Avenue to El Camino Real**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34		X	1
33	X	X X	3
32	X	X X X	4
31	X X X X	X X	5
30	X X	X X X X	6
29	X X X X	X X	6
28	X X X	X X X X X X X X	11
27	X X X X X X	X X X X X X	12
26	X X X X	X X X X X X X	11
25	X X X X X X X X X	X X X X X	14
24	X X X X X	X X X	8
23	X X X X X	X X X X	9
22	X X X	X X	5
21	X		1
20	X X	X	3
19	X		1
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>		<b>100</b>	

DATE: 9/23/2024      TIME: 15:00 - 16:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking, curvilinear, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,004 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 3.65 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 30 M.P.H.  
 50TH %: 26 M.P.H.  
 15TH %: 23 M.P.H.

AVERAGE SPEED: 26 M.P.H.  
 10 MPH PACE: 22 - 31 M.P.H.  
 % IN PACE: 87%  
 % OVER PACE: 8%  
 % UNDER PACE: 5%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Park, Bike Lane, Horizontal Curvature, High Accident Rate

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Pasadena Avenue**

**LIMITS: McFadden Avenue to Sycamore Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40	X X		2
39	X	X X X	4
38	X X X	X X	5
37	X X X X	X X X	7
36	X X X X X	X X X X	9
35	X X X X X X X X	X X X X X X	14
34	X X X X	X X X X X X X	11
33	X X X X X X	X X X	9
32	X X X X	X X X X X X	10
31	X X X	X X X X X	8
30	X X X X X	X X X X X	10
29	X X	X X	4
28		X X	2
27	X X	X	3
26	X	X	2
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 11:43 - 13:15

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 13,463 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 7 midblock collisions

ACCIDENT RATE: 1.90 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 37 M.P.H.  
 50TH %: 34 M.P.H.  
 15TH %: 30 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 87%

% OVER PACE: 2%

% UNDER PACE: 11%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Residential Area, Lane Drop, High Accident Rate

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Patriot Way**

**LIMITS: Pioneer Road to Jamboree Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39	X	X	2
38			0
37	X		1
36	X X	X	3
35	X X X	X X	5
34	X X X X	X X X	7
33	X X X X X	X X X	9
32	X X X X X	X X	8
31	X X X X	X X X X	8
30	X X X X X X X X	X X	11
29	X X X X X X X	X X X X X X	13
28	X X X	X X X X X X X	10
27	X X	X X X X X	7
26	X	X X X	4
25	X	X	2
24		X X X X	4
23		X X	2
22		X	1
21		X X	2
20		X	1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME: 12:35 - 13:48

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,901 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 34 M.P.H.

50TH %: 30 M.P.H.

15TH %: 26 M.P.H.

AVERAGE SPEED: 30 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 82%

% OVER PACE: 6%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Pioneer Road**

**LIMITS: Jamboree Road to Patriot Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50	X		1
49			0
48	X		1
47	X	X	2
46	X	X	2
45	X	X	2
44	X X X	X X	5
43	X X	X X X X	6
42	X X X X	X	5
41	X X X X X X	X X X X X	11
40	X X X X X X	X X X X X X X X	11
39	X X X X X	X X X X	9
38	X X X X	X X X	7
37	X X	X X X X X X	8
36	X X	X	3
35	X X	X X X X X	7
34	X X X	X X X	6
33	X X X	X X	5
32		X X X X	4
31	X	X X X X X X	7
30	X X	X X	4
29	X	X	2
28	X X		2
27	X		1
26	X		1
25	X		1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>113</b>

DATE: 9/18/2024      TIME: 12:00 - 13:33

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, bike lane, park, curvilinear

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,512 vehicles      SEGMENT LENGTH: 0.60 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 43 M.P.H.

50TH %: 38 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 65%

% OVER PACE: 12%

% UNDER PACE: 24%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature, High Pedestrian Activity, Park

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Pioneer Road**

**LIMITS: Patriot Way to Peters Canyon Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48	X		1
47	X	X	2
46			0
45	X	X	2
44	X	X	2
43	X		1
42	X X		2
41	X X X X X	X	6
40	X X X X X	X	6
39	X X X X X X	X X X X	10
38	X X X X		4
37	X X	X X X	5
36	X X X X	X X X X X X X	11
35	X		1
34	X X X X X X X	X X	9
33	X	X X X	4
32	X X	X X X X X	7
31	X X X X	X X	5
30	X X	X X X	5
29	X	X X X X	5
28		X X X X	4
27		X X	2
26			0
25		X X X	3
24		X X	2
23		X	1
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME: 13:55 - 14:45

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 2,542 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.72 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 36 M.P.H.

15TH %: 29 M.P.H.

AVERAGE SPEED: 35 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 63%

% OVER PACE: 10%

% UNDER PACE: 27%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, High Pedestrian Activity, Horizontal Curvature

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Pioneer Road**

**LIMITS: Peters Canyon Road to Pioneer Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43		X	1
42			0
41	X	X	2
40	X	X	2
39	X X	X X X	5
38	X X X	X X X X X X X	10
37	X X X X	X X X X X X	10
36	X X	X X	4
35	X X X X X	X X X X X X X X	13
34	X X X X	X X X X X X	10
33	X	X X X X X	6
32	X X X X X X		6
31	X X X X X X	X	7
30	X X X X X X X X	X X X X	12
29	X X X X	X X	6
28	X X	X X	4
27	X		1
26		X	1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME : 14:00 - 14:30

STREET CLASIFICATION: Major Collector

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, bike lane, school, park, curvilinear

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,156 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 34 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 84%

% OVER PACE: 10%

% UNDER PACE: 6%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

No. 83169

STATE OF CALIFORNIA

TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, High Pedestrian Activity, Horizontal Curvature, Park, School Area

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Pioneer Way**

**LIMITS: Tustin Ranch Road to Pioneer Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38	X		1
37			0
36			0
35	X X	X	3
34			0
33	X	X X X	4
32	X X X X X X X X	X X	9
31	X X X X X X X X X	X X	10
30	X X X X X X X	X X	9
29	X X X X	X X X X X	9
28	X X X X X X	X	7
27	X X X X X	X X X X X X X X	13
26	X	X X X	4
25	X X X X	X X X X X X	10
24	X X X	X X X X X	8
23		X X X X X	5
22	X	X X X X	5
21		X X	2
20		X	1
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME : 10:17 - 10:48

STREET CLASIFICATION: Major Collector

ROADWAY DESCRIPTION: 1 lane each direction, raised median with landscaping, school, fire station, church

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 9,422 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 32 M.P.H.  
 50TH %: 28 M.P.H.  
 15TH %: 24 M.P.H.

AVERAGE SPEED: 28 M.P.H.  
 10 MPH PACE: 23 - 32 M.P.H.  
 % IN PACE: 84%  
 % OVER PACE: 8%  
 % UNDER PACE: 8%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Portola Parkway**

**LIMITS: Tustin Ranch Road to Jamboree Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	X X	X	3
46		X X	2
45	X X X		3
44	X	X X X	4
43	X X X		3
42	X		1
41	X X	X X X X X X X	9
40	X X X	X X X	6
39	X X	X X X	5
38	X X	X X X X	6
37	X	X X X X	5
36	X X		2
35	X	X X X X	5
34	X	X X X X	5
33	X X X X X X	X X X X X X	12
32	X X	X	3
31	X X X X	X X X	7
30	X X X	X X X	6
29		X	1
28	X X X X		4
27	X X	X	3
26			0
25	X X X		3
24	X		1
23	X		1
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME: 9:32 - 10:05

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential, park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 10,925 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 35 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 58%

% OVER PACE: 16%

% UNDER PACE: 26%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Prospect Avenue**

**LIMITS: Anglin Lane-North City Limit to 17th Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46	X		1
45			0
44	X	X	2
43	X X		2
42	X X		2
41	X	X X	3
40	X X	X	3
39	X	X X X	4
38	X X	X X X X X	7
37	X X X	X X X X	7
36	X X X X X X	X X X	9
35	X X X X	X X X X	8
34	X X X	X X	5
33	X X X X	X X X X X X X	11
32	X X X X X	X X X X X X	11
31	X X X	X X	5
30	X X X X	X	5
29	X X	X X X X	6
28	X	X X X	4
27	X X	X	3
26	X		1
25		X	1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 9:00 - 10:20

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking, school

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,688 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 39 M.P.H.

50TH %: 34 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 74%

% OVER PACE: 17%

% UNDER PACE: 9%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

RP

No. 83169

STATE OF CALIFORNIA

TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Church, On-Street Parking

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Prospect Avenue**

**LIMITS: 17th Street to Amaganset Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	X X	X	3
46	X		1
45		X	1
44	X X	X	3
43	X X	X X	4
42	X	X X	3
41	X X X	X X X	6
40	X X X X X X	X X X	9
39	X X X X X	X X X X X	10
38	X X X X X	X X X	8
37	X X	X X X	5
36	X X	X X X	5
35	X X X X X	X X X X	9
34	X X X X	X X	6
33	X X X X X X	X X X X X	11
32	X X	X X	4
31		X	1
30		X X	2
29	X	X	2
28	X	X X	3
27		X	1
26		X X	2
25		X	1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 10:30 - 11:40

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 9,222 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 37 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 73%

% OVER PACE: 15%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Prospect Avenue**

**LIMITS: Amaganset Way to Irvine Boulevard**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42	X X X X	X	5
41	X	X X	3
40	X	X X	3
39	X X X	X X	5
38	X X	X X	4
37	X X X	X X X X X	8
36	X X X X X	X X X	8
35	X X X	X X X	6
34	X X X X X X	X X	8
33	X X	X X X X X	7
32	X X X X	X	5
31	X X	X X X X	6
30	X X X	X X	5
29	X X X X X	X X	7
28	X X X	X X X	6
27		X X X X X	5
26	X X	X X X	5
25		X X	2
24			0
23	X	X	2
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 9:00 - 10:35

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking, school

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 9,222 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.50 acc/mvm                      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 39 M.P.H.

50TH %: 34 M.P.H.

15TH %: 28 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 28 - 37 M.P.H.

% IN PACE: 66%

% OVER PACE: 20%

% UNDER PACE: 14%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Park

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Prospect Avenue**

**LIMITS: Irvine Boulevard to First Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40	X	X	2
39	X X	X	3
38	X X	X X	4
37	X X X X		4
36	X	X X	3
35	X X X X X	X X X	8
34	X X X X	X X X X X X X X	12
33	X X X X	X X X	7
32	X X	X X X X X	7
31	X X X X X X	X X X X X X X X	13
30	X X	X X X X	6
29	X	X X X X X	6
28	X	X X X	4
27	X X X	X X	5
26	X		1
25	X X X	X X	5
24	X X X X		4
23	X X	X	3
22			0
21	X X X		3
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME : 11:14 - 11:33

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,972 vehicles      SEGMENT LENGTH: 0.15 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 36 M.P.H.  
 50TH %: 32 M.P.H.  
 15TH %: 26 M.P.H.

AVERAGE SPEED: 31 M.P.H.  
 10 MPH PACE: 27 - 36 M.P.H.  
 % IN PACE: 71%  
 % OVER PACE: 13%  
 % UNDER PACE: 16%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Prospect Avenue**

**LIMITS: First Street to Main Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35	X		1
34			0
33	X X	X	3
32	X X X	X X X	6
31	X X	X X X X X	7
30	X X X	X X X X X X X X X X	14
29	X X X X	X X X X	8
28	X X X	X X X X X X X X	11
27	X X	X X X X X X X X	11
26	X X X X X	X X X X	9
25	X X X X	X X	6
24	X X X X X X	X X	8
23	X X X	X	4
22	X X X X		4
21	X X		2
20	X X X		3
19	X X		2
18	X		1
17			0
16			0
15			0
<b>GRAND TOTALS</b>		<b>100</b>	

DATE: 10/2/2024      TIME: 11:50 - 13:20

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,277 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 5 midblock collisions

ACCIDENT RATE: 4.27 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 31 M.P.H.  
 50TH %: 28 M.P.H.  
 15TH %: 23 M.P.H.

AVERAGE SPEED: 27 M.P.H.  
 10 MPH PACE: 23 - 32 M.P.H.  
 % IN PACE: 84%  
 % OVER PACE: 4%  
 % UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Narrow Roadway, Multiple Driveways, High Accident Rate

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: North of Irvine Boulevard to Bryan Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49	X	X	2
48		X X	2
47	X	X	2
46	X X X	X X X	6
45	X X X	X X	5
44	X X X X	X X X	7
43	X X X X X	X X X	8
42	X X X X X X X X	X X X X X	13
41	X X X X X	X X X	7
40	X X X X X	X X X X X	10
39	X X X	X X X	6
38	X X X X	X X X X	8
37	X	X X	3
36	X X X	X X	5
35	X X	X	3
34	X	X X	3
33		X	1
32	X		1
31	X	X X X X	5
30		X X	2
29		X	1
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 11:30 - 12:00

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane, on-street parking, school

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 18,304 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm                      EXPECTED RATE: 0.66 acc/mvm

---

**85TH %: 45 M.P.H.**

50TH %: 41 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 37 - 46 M.P.H.

% IN PACE: 73%

% OVER PACE: 6%

% UNDER PACE: 21%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Church

---

EXISTING SPEED LIMIT: 40 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Bryan Avenue to El Camino Real**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49	X		1
48		X	1
47	X	X X	3
46	X X	X X X	5
45	X X X X	X	5
44	X X X X X X	X X X X	10
43	X X X X X X	X X X X	10
42	X X X X X X	X X	8
41	X X X X	X X X X X	9
40	X X X X X	X X X X X X X	12
39	X X X X X	X X X X X X X	12
38	X X X X X X	X X X X	10
37	X X X X	X X	6
36		X X X X X	5
35		X X X	3
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 12:36 - 13:38

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, 2-way left turn lane, park

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 20,747 vehicles      SEGMENT LENGTH: 0.40 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.22 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 44 M.P.H.

50TH %: 41 M.P.H.

15TH %: 38 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 37 - 46 M.P.H.

% IN PACE: 87%

% OVER PACE: 5%

% UNDER PACE: 8%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways, Lane Drop

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: El Camino Real to Mitchell Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49	X		1
48		X	1
47			0
46	X X X X X	X	6
45	X X	X X X	5
44	X X X X X	X	6
43	X X X	X X X X X	8
42	X X X X X X X X X	X X	11
41	X X X	X X X	6
40	X X X X X	X X X X X	10
39	X X X X X X X X	X X X X X X X	14
38	X X X X	X X X X X	9
37	X	X X X X X X X X	9
36	X	X X X	4
35		X X X X X X	6
34	X X X X		4
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 9:10 - 10:28

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, 2-way left turn lane, bike lane

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 34,912 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 4 midblock collisions

ACCIDENT RATE: 0.35 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

**85TH %: 44 M.P.H.**

50TH %: 40 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 37 - 46 M.P.H.

% IN PACE: 84%

% OVER PACE: 2%

% UNDER PACE: 14%

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales



TRAFFIC No. 2838

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Mitchell Avenue to Walnut Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49	X		1
48	X		1
47			0
46	X		1
45	X	X X X	4
44		X X	2
43	X X X X X X	X X X X	10
42	X X X	X X X X X	8
41	X X X	X X X X X X X X	11
40	X X X	X X X X	7
39	X X X X	X X X X X X X	11
38	X X X X X	X X	7
37	X X X X X X	X X X X	10
36	X X X X X	X X X	8
35	X X X X X X	X X X X X X	12
34	X X X X	X X	6
33	X		1
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 10:45 - 11:53

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 26,317 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 43 M.P.H.

50TH %: 39 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 39 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 90%

% OVER PACE: 9%

% UNDER PACE: 1%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Walnut Avenue to Sycamore Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46	X		1
45	X		1
44	X X X X	X X	6
43	X X	X X	4
42	X X X X X X	X X X	9
41	X X X X X	X X	7
40	X X X	X X X X X X X	10
39	X X X X X X X	X X X	10
38	X X X X	X X X X X X	10
37	X X X X X X X	X X X X	11
36	X X X X	X X X X X X	10
35	X X	X X X X	6
34	X X X X	X X X X X X	10
33		X	1
32		X X X X	4
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME : 13:03 - 14:05

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 30,567 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.24 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 38 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 87%

% OVER PACE: 8%

% UNDER PACE: 5%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Sycamore Avenue to Edinger Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44	X		1
43	X X	X X X	5
42	X X X X X	X X X X	9
41	X X X X X	X X X X X	10
40	X X X X X X X	X X X X	11
39	X X X	X X X X X	8
38	X X X	X X X X X X X	10
37	X X X	X X X X X	8
36	X X X X X X	X X X X X	11
35	X X X X X	X X X X X X X	12
34	X X X X X	X X X X X	10
33	X X		2
32	X X X		3
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 14:13 - 15:25

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, school

ADJACENT LAND USE: Residential, retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 30,567 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.20 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 38 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 94%

% OVER PACE: 1%

% UNDER PACE: 5%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Railroad Crossing

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Edinger Avenue to Valencia Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	X		1
52			0
51			0
50	X X X X X X	X	7
49	X X	X X X	5
48	X X	X X X X X X	8
47	X X	X X	4
46	X X X	X X X X	7
45	X X X X X X X	X X X X X X X X X X	16
44	X X X X X		5
43	X X X	X X X X X	8
42	X X X X X X X	X X X	9
41	X X	X X X X X X X	8
40	X X X X X	X X X X	9
39	X X		2
38	X X X X	X X X	7
37		X X X	3
36			0
35	X		1
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME: 12:25 - 13:00

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 4 lanes NB, 3 lanes SB, raised median with landscaping, bike lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 21,703 vehicles      SEGMENT LENGTH: 0.40 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.11 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 48 M.P.H.**

50TH %: 44 M.P.H.

15TH %: 40 M.P.H.

AVERAGE SPEED: 44 M.P.H.

10 MPH PACE: 40 - 49 M.P.H.

% IN PACE: 79%

% OVER PACE: 8%

% UNDER PACE: 13%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Valencia Avenue to Warner Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52	X	X X X	4
51	X	X	2
50	X X X X X X X X X X	X X X X X X X X X X	17
49	X X X X X	X X X X X X X X	11
48	X X X X X X X X	X X X X X	12
47	X X X X X X X X	X X X X X X X X X X	15
46	X X X X	X X X X	6
45	X X X X X X X X	X X X X X X X X	13
44	X X X	X X X X	5
43	X X X X X X	X X X X X	9
42	X X X	X	3
41	X X	X	3
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME : 13:00 - 13:45

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 4 lanes NB, 3 lanes SB, raised median with landscaping, bike lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 23,835 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.15 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 50 M.P.H.**

50TH %: 47 M.P.H.

15TH %: 44 M.P.H.

AVERAGE SPEED: 47 M.P.H.

10 MPH PACE: 43 - 52 M.P.H.

% IN PACE: 94%

% OVER PACE: 0%

% UNDER PACE: 6%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Warner Avenue to Barranca Parkway**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54	X	X X	3
53			0
52	X	X X	3
51	X X	X X	4
50	X X X X X X	X X X X X X X X	13
49	X X X X	X X X X X	9
48	X X X X X X	X X X X X	11
47	X X X X X X X X	X	9
46	X X	X X X	5
45	X X X	X	4
44	X X X	X X X X X X	9
43	X X X	X X X	6
42	X X X X		4
41	X X	X	3
40	X	X X X	4
39	X X	X X X	5
38	X X	X X X	5
37		X X	2
36			0
35		X	1
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME : 10:55 - 11:25

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 4 lanes NB, 3 lanes SB, double yellow centerline, bike lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 23,023 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.08 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 50 M.P.H.**

50TH %: 47 M.P.H.

15TH %: 40 M.P.H.

AVERAGE SPEED: 46 M.P.H.

10 MPH PACE: 42 - 51 M.P.H.

% IN PACE: 74%

% OVER PACE: 6%

% UNDER PACE: 20%

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales



TRAFFIC No. 2838

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Red Hill Avenue**

**LIMITS: Irvine Boulevard to Jamboree Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44		X	1
43			0
42			0
41	X	X X X X	5
40		X X	2
39	X	X X X X X X	7
38	X	X X X X X X	7
37	X X X X X X X	X X	8
36	X X	X X X X X	7
35	X X X	X X X X	7
34	X X X X	X X X X X	9
33	X X X X X	X X X X X X	11
32	X X X X X X	X X X X	10
31	X X	X X X X X X X X	10
30	X X X	X X X X X X X X	11
29	X X X X	X X	6
28	X X X X X X X	X X	9
27	X X X X X	X	6
26	X X	X	3
25	X X		2
24	X X		2
23			0
22	X		1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>124</b>

DATE: 10/2/2024                      TIME : 13:35 - 15:20

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, bike lane

ADJACENT LAND USE: Residential, school, sports park

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,629 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.39 acc/mvm                      EXPECTED RATE: 1.07 acc/mvm

---

**85TH %: 38 M.P.H.**

50TH %: 33 M.P.H.

15TH %: 28 M.P.H.

AVERAGE SPEED: 33 M.P.H.

10 MPH PACE: 28 - 37 M.P.H.

% IN PACE: 71%

% OVER PACE: 18%

% UNDER PACE: 11%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, School Area, Horizontal Curvature

---

EXISTING SPEED LIMIT: 35 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: San Juan Street**

**LIMITS: Newport Avenue to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34	X X X X X X X X	X X X X X X X X	16
33	X X X X X X X X	X X X X X X	14
32	X X X X X	X X X X X X	11
31	X X X X X X	X X X X X X X X X X	14
30	X X X X X X	X X X X X X X X	13
29	X X X X X	X X X X X X X X X	13
28	X X X X	X X X X X X	10
27	X X X X X X X X	X X	9
26	X X X X	X	5
25	X		1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>106</b>

DATE: 9/10/2024      TIME : 13:56 - 15:24

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking, school, sports park

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 3,915 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.47 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 33 M.P.H.  
 50TH %: 31 M.P.H.  
 15TH %: 28 M.P.H.

AVERAGE SPEED: 31 M.P.H.  
 10 MPH PACE: 25 - 34 M.P.H.  
 % IN PACE: 100%  
 % OVER PACE: 0%  
 % UNDER PACE: 0%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Residential Area, Multiple Driveways, Narrow Roadway, School Area

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: San Juan Street**

**LIMITS: Red Hill Avenue to Browning Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38	X	X	2
37	X		1
36	X X X	X X X	6
35	X X X	X X	5
34	X X X X X X	X X X	9
33	X X X	X X X X	7
32	X X X X	X X X X	8
31	X X X X X X X	X X X X	11
30	X X X X	X X X X X X	10
29	X X	X X X X X	7
28	X X X X X X	X X X	9
27	X X	X X X X X	7
26	X X X X X	X X X X X	10
25	X	X X X	4
24	X X	X	3
23			0
22		X	1
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 12:30 - 14:15

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking, 2 schools, retail

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,529 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.81 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 34 M.P.H.  
 50TH %: 30 M.P.H.  
 15TH %: 26 M.P.H.

AVERAGE SPEED: 30 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 83%

% OVER PACE: 9%

% UNDER PACE: 8%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Narrow Roadway, Multiple Driveways, Residential Area, School Area

---

EXISTING SPEED LIMIT: 30 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: 17th Street**

**LIMITS: SR-55 West City Limit to Yorba Street North**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	X		1
46			0
45	X	X	2
44	X		1
43	X X	X	3
42	X X X	X X X	5
41	X X X	X X X	6
40	X X X X	X X	6
39	X X X X X	X X X X	9
38	X X X X X X	X X X X	10
37	X X	X X X X X	7
36	X X X	X X X	6
35	X X X X X X X	X X X X X	12
34	X X X X	X X X X	8
33	X X	X X X X	6
32	X	X X X X X	6
31	X X	X X	4
30	X	X	2
29	X X	X X	4
28	X	X	2
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 11:50 - 12:30

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping

ADJACENT LAND USE: Retail

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 38,861 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.71 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 37 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 76%

% OVER PACE: 12%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: 17th Street**

**LIMITS: Yorba Street North to Prospect Avenue North**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50	X X		2
49			0
48			0
47	X		1
46	X		1
45			0
44	X		1
43	X X	X X X	5
42	X X	X X	4
41	X X	X X X	5
40	X X X X	X X X X	8
39	X X	X X	4
38	X X X X X	X X	7
37	X X X X	X X X	7
36	X X X	X X X X	7
35	X X X X	X X X X	8
34	X X X X X	X	6
33	X X X	X X X X X X	9
32	X X X X X	X X X	8
31	X X	X X	4
30	X	X X X	4
29		X X	2
28	X	X	2
27		X X X	3
26		X X	2
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME : 12:40 - 13:50

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping

ADJACENT LAND USE: Retail/commercial, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 31,711 vehicles      SEGMENT LENGTH: 0.46 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 9 midblock collisions

ACCIDENT RATE: 0.56 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 36 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 69%

% OVER PACE: 14%

% UNDER PACE: 17%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Sycamore Avenue**

**LIMITS: Newport Avenue to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39	X		1
38	X	X X	3
37	X	X X	3
36	X X X	X	4
35	X X	X	3
34	X	X X X	4
33	X X	X X X X	6
32	X X	X	3
31	X X X X X X X	X X X X	10
30	X X X X X X	X X	8
29	X X X X	X X X X X X	10
28	X X X	X X X X X	8
27	X X X X	X X X X X	9
26	X	X X X X	5
25	X X X	X	4
24	X X	X X X X X	7
23	X	X	2
22	X X	X	3
21	X		1
20	X X	X	3
19			0
18	X X	X	3
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 9:10 - 10:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, 2-way left turn lane, on-street parking

ADJACENT LAND USE: Residential, schools, medical center

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 8,892 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 12 midblock collisions

ACCIDENT RATE: 2.46 acc/mvm                      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 34 M.P.H.

50TH %: 29 M.P.H.

15TH %: 24 M.P.H.

AVERAGE SPEED: 29 M.P.H.

10 MPH PACE: 24 - 33 M.P.H.

% IN PACE: 70%

% OVER PACE: 18%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Residential Area, School Area, High Accident Rate

---

EXISTING SPEED LIMIT: 30 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Jamboree Road to Rawlings Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54		X X	2
53		X	1
52		X X	2
51	X	X X X	4
50			0
49	X X X X	X	5
48	X X X	X X X X	7
47	X	X X	3
46	X X X	X X	5
45	X X X X	X	5
44		X	1
43	X	X X X	4
42	X X X X X	X X X X	9
41	X	X X X	4
40	X X X X	X X X	7
39	X X X X	X X X X X	9
38	X X X	X X X X	7
37	X	X X X X X	6
36	X X X X X	X X X	8
35	X X	X	3
34	X X X X		4
33	X		1
32	X X		2
31	X		1
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME: 9:00 - 9:39

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane, curve at east end

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 12,090 vehicles      SEGMENT LENGTH: 0.73 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.10 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 48 M.P.H.**

50TH %: 41 M.P.H.

15TH %: 36 M.P.H.

AVERAGE SPEED: 42 M.P.H.

10 MPH PACE: 34 - 43 M.P.H.

% IN PACE: 61%

% OVER PACE: 35%

% UNDER PACE: 4%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Rawlings Way to La Colina Drive**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54	X	X	2
53	X X	X X X	5
52	X X	X	3
51	X		1
50	X X X	X X X X X	8
49	X X X	X X	5
48	X	X X X X	5
47	X X X X X	X X X X	9
46	X X	X	3
45	X	X	2
44	X X X X X	X	6
43	X X X	X X X	6
42	X X	X X X	5
41	X	X	2
40	X X	X X X X X	7
39	X X	X	3
38	X X X X X	X X X X	9
37	X	X X X X	5
36	X X	X X	4
35	X X	X	3
34	X	X	2
33	X X X	X	4
32		X	1
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME: 9:55 - 10:35

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 22,117 vehicles      SEGMENT LENGTH: 0.63 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 50 M.P.H.

50TH %: 43 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 43 M.P.H.

10 MPH PACE: 38 - 47 M.P.H.

% IN PACE: 52%

% OVER PACE: 29%

% UNDER PACE: 19%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: La Colina Drive to Irvine Boulevard**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53		X	1
52	X	X X	3
51	X X	X	3
50	X X	X X X	5
49	X X X	X	4
48	X X	X X	4
47	X X X	X X X	6
46	X	X X	3
45	X	X	2
44	X X X	X	4
43	X X	X X	4
42	X	X X X	4
41	X X X	X X X X	7
40		X X X	3
39	X X X	X X X X	7
38	X X X X X X X	X X X	10
37	X X X X X X X	X X X X X X	13
36	X X		2
35	X X	X X X	5
34	X	X	2
33	X	X	2
32		X X	2
31	X X	X	3
30	X		1
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME: 9:15 - 9:45

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 22,983 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2030 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.40 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 49 M.P.H.**

50TH %: 41 M.P.H.

15TH %: 36 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 35 - 44 M.P.H.

% IN PACE: 59%

% OVER PACE: 31%

% UNDER PACE: 10%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Irvine Boulevard to Bryan Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55	X		1
54	X	X	2
53	X X X	X X	5
52	X X X	X	4
51	X X	X	3
50	X X X X X	X X X X X	10
49	X X	X X	4
48	X X X	X X X X	7
47	X X X	X X X	6
46	X X X	X X	5
45	X X	X	3
44	X	X X X	4
43	X X X	X X	5
42	X X	X	3
41	X X X	X X X X X	8
40	X X X	X	4
39	X		1
38	X X	X X	4
37	X X X	X X X X	7
36	X	X X X	4
35	X X	X X X X	6
34	X	X X	3
33		X	1
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME : 15:30 - 16:00

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 28,675 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.06 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 50 M.P.H.

50TH %: 45 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 44 M.P.H.

10 MPH PACE: 41 - 50 M.P.H.

% IN PACE: 55%

% OVER PACE: 15%

% UNDER PACE: 30%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Bryan Avenue to I-5**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48	X		1
47	X X		2
46			0
45	X		1
44	X X	X	3
43		X	1
42	X X		2
41	X X X	X X X X X	8
40	X X	X X	4
39		X X	2
38	X X X	X X X X X X X X	11
37	X	X X X	4
36	X X X	X X X X X	8
35	X X X X X X X	X X X X X	11
34	X X X X	X X X X X X	10
33	X X X X	X X X	7
32	X	X X X X	5
31	X X X X X X	X X	7
30	X X	X X	4
29	X X X X	X	5
28	X		1
27	X X		2
26	X		1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME : 13:30 - 15:00

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential on west side, commercial on east side

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 34,366 vehicles      SEGMENT LENGTH: 0.28 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 6 midblock collisions

ACCIDENT RATE: 0.57 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 41 M.P.H.**

50TH %: 35 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 72%

% OVER PACE: 24%

% UNDER PACE: 4%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: I-5 to Walnut Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55	X X X		3
54	X	X	2
53	X X X	X X X X X	8
52		X X	2
51	X X X X X X X	X X X	10
50	X X X X X X X		6
49	X X X X X	X X X	8
48	X X X X	X X	6
47	X X	X X X X	6
46	X X X X X X X	X X X X X	12
45	X X	X X X X X X X	9
44	X X X X X X X	X X X X X X X X	14
43	X X	X X	4
42		X X X X X	5
41	X X	X X	4
40			0
39		X	1
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/19/2024      TIME: 13:55 - 15:45

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential on north side, commercial on south side

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 41,988 vehicles      SEGMENT LENGTH: 0.80 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (2 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.08 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 51 M.P.H.

50TH %: 47 M.P.H.

15TH %: 44 M.P.H.

AVERAGE SPEED: 47 M.P.H.

10 MPH PACE: 44 - 53 M.P.H.

% IN PACE: 81%

% OVER PACE: 5%

% UNDER PACE: 14%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Walnut Avenue to Valencia Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54		X X	2
53		X X	2
52	X X X X X X		6
51	X X X X X X X	X X X	10
50	X X X X X X X X X X	X X X X X X X X X X	17
49	X X X X X	X X X X X X X X X X	13
48	X X X X X X X X	X X X	10
47	X X X X X X	X X X X X X X X	12
46	X X	X X X X	6
45	X X X X X X	X X X X X X X X X X	13
44	X X	X X X	5
43	X X X	X	4
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME: 10:40 - 11:15

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential/retail on north side, commercial/undeveloped on south side

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 33,978 vehicles      SEGMENT LENGTH: 0.75 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.07 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 51 M.P.H.

50TH %: 49 M.P.H.

15TH %: 45 M.P.H.

AVERAGE SPEED: 48 M.P.H.

10 MPH PACE: 43 - 52 M.P.H.

% IN PACE: 96%

% OVER PACE: 4%

% UNDER PACE: 0%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Vertical Curve

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Valencia Avenue to Victory Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60		X	1
59			0
58		X X	2
57	X		1
56	X X	X X	3
55	X X X	X X X	5
54	X X X X	X X X X	7
53	X X X X X	X X X X X	10
52	X X X X X X	X X X X X X	12
51	X X X X X X X	X X X X	12
50	X X X X X X	X X X X X X X X	13
49	X X X X X	X X	7
48	X X X X	X X X	7
47	X X X X	X	5
46	X	X X X	4
45	X	X X	3
44	X X	X	3
43	X	X X	3
42	X	X	2
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 11:40 - 12:10

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential, undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 28,663 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.13 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 54 M.P.H.**  
**50TH %: 51 M.P.H.**  
**15TH %: 47 M.P.H.**  
**AVERAGE SPEED: 50 M.P.H.**  
**10 MPH PACE: 46 - 55 M.P.H.**  
**% IN PACE: 82%**  
**% OVER PACE: 7%**  
**% UNDER PACE: 11%**



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 50 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Victory Road to Warner Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50	X X	X	3
49	X	X	2
48	X X		2
47	X	X	2
46	X X	X	3
45	X X X	X X	5
44	X X X	X X	5
43	X X X X	X X X	7
42	X X X X	X X X X	8
41	X X X X X	X X X X X	10
40	X X X X X X	X X X X X	11
39	X X X X X X X	X X X X X	13
38	X X X X	X X X X	8
37	X X	X X X X	6
36	X X	X X X	5
35		X X X X	4
34	X	X X X	4
33		X	1
32		X	1
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
	<b>GRAND TOTALS</b>		<b>100</b>

DATE: 9/9/2024                      TIME : 15:00 - 16:00

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane, curvilinear

ADJACENT LAND USE: Undeveloped, retail, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 28,485 vehicles      SEGMENT LENGTH: 0.30 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.32 acc/mvm                      EXPECTED RATE: 0.87 acc/mvm

**85TH %: 45 M.P.H.**

50TH %: 40 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 78%

% OVER PACE: 12%

% UNDER PACE: 10%



TRAFFIC No. 2838

ROADWAY CHARACTERISTICS Bike Lane, Horizontal Curvature

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 45 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Warner Avenue to Park Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50		X	1
49			0
48	X	X	2
47	X	X	2
46	X X X	X X	5
45	X X	X X	4
44	X X X	X X	5
43	X X X	X X	5
42	X X X X	X X X	7
41	X X X X X	X X X	8
40	X X X X X X X	X X X	10
39	X X X X X	X X X	8
38	X X X X X X	X X X	9
37	X X X X X	X X X X	9
36	X X	X X X X	6
35	X X	X X X X X	7
34	X	X X X	4
33		X X X X	4
32		X X X	3
31		X	1
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 14:30 - 16:00

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Retail, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 20,813 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 44 M.P.H.

50TH %: 39 M.P.H.

15TH %: 35 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 35 - 44 M.P.H.

% IN PACE: 74%

% OVER PACE: 14%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Tustin Ranch Road**

**LIMITS: Park Avenue to Barranca Parkway**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50		X	1
49			0
48		X X	2
47	X	X X	3
46	X X	X X	4
45	X X X	X X X	6
44	X X X	X X X	6
43	X X X X	X X X X	8
42	X X X X	X X X X X X	10
41	X X X X	X X X X X	9
40	X X X X X	X X X X	9
39	X X X X X	X X X X X	10
38	X X X X	X X X X X	9
37	X X X X X	X X X X X	10
36	X X X X	X X	6
35	X X X X	X	5
34	X		1
33	X		1
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 13:00 - 14:15

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Retail, undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 23,676 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.39 acc/mvm                      EXPECTED RATE: 0.87 acc/mvm

---

**85TH %: 45 M.P.H.**

50TH %: 40 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 83%

% OVER PACE: 10%

% UNDER PACE: 7%

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature

---

EXISTING SPEED LIMIT: 45 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales



TRAFFIC No. 2838

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Valencia Avenue**

**LIMITS: Newport Avenue to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	X		1
46			0
45	X X	X X	4
44	X X X	X X X	6
43	X X	X X	4
42	X X X X X	X X X	8
41	X X X	X X X X	7
40	X X X X	X X X	7
39	X X X	X X	5
38	X X X X X	X X X	8
37	X X X X X	X X	7
36	X X X	X	4
35	X X X	X	4
34	X X X X	X X	6
33	X	X X X	4
32	X X	X X X X X	7
31	X	X X X X	5
30	X X	X X X	5
29	X	X X X X	5
28		X X	2
27		X	1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME: 12:50 - 13:27

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,706 vehicles      SEGMENT LENGTH: 0.30 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.40 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 38 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 60%

% OVER PACE: 1%

% UNDER PACE: 39%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Railroad Crossing

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Valencia Avenue**

**LIMITS: Red Hill Avenue to Armstrong Avenue-Severyns Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51		X	1
50	X X	X X X X X	7
49		X X X	3
48	X X X X X X X	X X X X X	11
47	X X X X X	X X	7
46	X	X X	3
45	X X X X X X X X	X X X X X X X X X	15
44	X X X	X X	5
43	X X X X X	X X X X	9
42	X X X X X	X X X	8
41	X X X	X X X X	7
40	X X X X X	X X	7
39	X X	X X X	5
38	X X X	X X	5
37	X X	X X X	5
36	X	X	2
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/17/2024      TIME : 13:45 - 14:25

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, raised median, bike lane

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 10,156 vehicles      SEGMENT LENGTH: 0.35 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.26 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

**85TH %: 48 M.P.H.**

50TH %: 44 M.P.H.

15TH %: 39 M.P.H.

AVERAGE SPEED: 44 M.P.H.

10 MPH PACE: 39 - 48 M.P.H.

% IN PACE: 77%

% OVER PACE: 11%

% UNDER PACE: 12%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane, Park

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Valencia Avenue**

**LIMITS: Armstrong Avenue-Severyns Road to Kensington Park Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	X	X	2
52		X	1
51		X X X	3
50	X	X	2
49			0
48	X X X X	X	5
47	X	X	2
46	X X X X X	X X	7
45	X	X X X X X	6
44	X X X X X X	X X X	8
43	X X X	X X X X X X	9
42	X X	X X X X X	7
41	X X X X X	X X X X X X X	12
40		X X	2
39	X	X X X	4
38	X X X	X X	5
37		X X	2
36			0
35	X		1
34		X	1
33	X X	X X	4
32	X X	X	3
31	X X X X		4
30	X X X X X	X	6
29	X X X		3
28	X		1
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 10/2/2024      TIME: 10:05 - 10:27

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, bike lane

ADJACENT LAND USE: Residential, undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 11,761 vehicles      SEGMENT LENGTH: 0.47 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

**85TH %: 46 M.P.H.**

50TH %: 42 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 39 - 48 M.P.H.

% IN PACE: 62%

% OVER PACE: 8%

% UNDER PACE: 30%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Valencia Avenue**

**LIMITS: Kensington Park Road to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50	X		1
49	X X	X	3
48	X X X		3
47	X X	X X X	5
46	X X	X	3
45	X X X X	X X	6
44	X X	X X	4
43	X X X X X	X X	7
42	X X X X	X X X X X	9
41	X X	X X X X X X	8
40	X X X X X X X	X X X X X X X	14
39	X X X X X X	X X	8
38	X X X X	X X X X X	9
37	X	X X X X X X	7
36	X X X	X X X X	7
35	X	X X X	4
34	X	X	2
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
	<b>GRAND TOTALS</b>		<b>100</b>

DATE: 10/2/2024      TIME: 9:00 - 9:57

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane

ADJACENT LAND USE: Residential, undeveloped

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 15,695 vehicles      SEGMENT LENGTH: 0.15 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.78 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

**85TH %: 45 M.P.H.**

50TH %: 40 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 41 M.P.H.

10 MPH PACE: 36 - 45 M.P.H.

% IN PACE: 79%

% OVER PACE: 15%

% UNDER PACE: 6%

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales



TRAFFIC No. 2838

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Vandenberg Lane**

**PPARENT TO DRIVERS: Yorba Street to Prospect Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35		X	1
34	X X X		3
33	X X	X	3
32	X X X	X X	5
31		X X	2
30	X	X X X	4
29	X X X	X	4
28	X X X	X X	5
27	X X	X X X	5
26	X X X X X X	X X	8
25	X X X X	X X X X	8
24	X X X	X X	5
23	X X X X X X X	X X X X	11
22	X X	X X X	5
21	X X X	X X X X	7
20		X	1
19	X	X X	3
18			0
17	X	X	2
16		X	1
15			0
<b>GRAND TOTALS</b>			<b>83</b>

DATE: 11/14/2024      TIME : 11:40 - 13:40

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline, on-street parking, curvilinear

ADJACENT LAND USE: Commercial, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,804 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 31 M.P.H.

50TH %: 25 M.P.H.

15TH %: 21 M.P.H.

AVERAGE SPEED: 26 M.P.H.

10 MPH PACE: 21 - 30 M.P.H.

% IN PACE: 75%

% OVER PACE: 17%

% UNDER PACE: 8%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Multiple Driveways

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 30 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Victory Road**

**LIMITS: Tustin Ranch Road to Park Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42		X X X	3
41		X X	2
40	X X X X	X	5
39	X	X X	3
38	X X X X X X X X	X X X	11
37	X X X	X X X X X X X X X X	12
36	X X	X X X X X	7
35	X X	X X X	5
34	X X X X X	X X	7
33	X X X X X X X X	X X X	10
32	X X X	X X X X X X X X X	11
31	X	X X X	4
30	X X X X X X	X X X X	9
29	X X X	X X	5
28	X X X X		4
27	X		1
26	X		1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME : 12:15 - 13:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, bike lane, park

ADJACENT LAND USE: Undeveloped, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 1,904 vehicles      SEGMENT LENGTH: 0.20 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 38 M.P.H.

50TH %: 34 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 29 - 38 M.P.H.

% IN PACE: 81%

% OVER PACE: 13%

% UNDER PACE: 6%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Victory Road**

**LIMITS: Red Hill Avenue to Armstrong Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND	WESTBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50	X		1
49		X	1
48	X X	X X X	5
47	X X X	X	4
46	X X X X		4
45	X X X X X X X	X X X X X X	13
44	X X X X	X X X X X X X X	12
43	X X X X X X X	X X X X X	12
42	X X X	X X X	6
41	X X X	X X X X X	8
40	X X X X	X X X X X X	10
39	X X	X X X	5
38	X X X X	X X X X X	9
37		X	1
36	X		1
35	X X X	X X X	6
34	X		1
33	X		1
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 13:15 - 14:00

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, bike lane

ADJACENT LAND USE: Undeveloped, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 691 vehicles      SEGMENT LENGTH: 0.35 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.93 acc/mvm

---

**85TH %: 45 M.P.H.**

50TH %: 43 M.P.H.

15TH %: 38 M.P.H.

AVERAGE SPEED: 42 M.P.H.

10 MPH PACE: 38 - 47 M.P.H.

% IN PACE: 83%

% OVER PACE: 7%

% UNDER PACE: 10%

REGISTERED PROFESSIONAL ENGINEER

RUBEN PERALES

No. 83169

CIVIL

STATE OF CALIFORNIA

TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 45 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Walnut**

**LIMITS: Newport Avenue to Red Hill Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46	X X		2
45	X X	X X X	5
44	X X	X	3
43	X	X X X X	5
42	X X X X X	X X X X	9
41	X X X X X X X X X	X X X X X	14
40	X X X X X X X	X X X X X	12
39	X X X X X X X	X X X X X	12
38	X X X X X X X	X X X X X X X	14
37	X X X X	X X X X X	9
36	X X X	X X X X X	8
35	X	X X X X X	6
34		X	1
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/12/2024      TIME: 9:13 - 10:20

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 16,360 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 3 midblock collisions

ACCIDENT RATE: 0.33 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

**85TH %: 42 M.P.H.**

50TH %: 40 M.P.H.

15TH %: 37 M.P.H.

AVERAGE SPEED: 40 M.P.H.

10 MPH PACE: 35 - 44 M.P.H.

% IN PACE: 92%

% OVER PACE: 7%

% UNDER PACE: 1%

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Multiple Driveways

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales



TRAFFIC No. 2838

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Walnut**

**LIMITS: Red Hill Avenue to Browning Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47		X	1
46	X		1
45		X X	2
44	X X	X X X	5
43	X X X X	X X X X	8
42	X	X X X X X	6
41	X X	X X	4
40	X X	X X X X X X	8
39	X X X X X	X X X X	9
38	X X X X X X	X X	8
37	X X X X	X	5
36	X X	X X X X	6
35	X	X X X X	5
34	X X X	X X	5
33	X X X X	X X	6
32	X X X	X X X X	7
31	X X X	X	4
30	X		1
29	X X	X	3
28	X X	X	3
27	X		1
26		X	1
25	X		1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/16/2024      TIME: 11:00 - 11:30

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left-turn lane, school xing at Browning

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 13,796 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 43 M.P.H.

50TH %: 38 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 35 - 44 M.P.H.

% IN PACE: 64%

% OVER PACE: 4%

% UNDER PACE: 32%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bus Stop

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Walnut**

**LIMITS: Browning Avenue to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49		X	1
48	X		1
47	X X	X	3
46	X	X	2
45	X X		2
44	X	X	2
43	X X	X X	4
42	X	X X	3
41	X X X X	X X X X X	9
40	X X X	X	4
39	X X X X	X X X	7
38	X X X	X X X X X	8
37	X X X X	X X X X X	9
36	X X X	X X X	6
35	X	X X X	4
34	X X X X	X X	6
33	X X X X X	X X X X X	10
32	X X X	X X X	6
31	X X X X	X X X X	8
30	X	X X	3
29	X	X	2
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/16/2024      TIME : 11:30 - 12:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping, school xing at Cherrywood

ADJACENT LAND USE: Residential, school

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 16,834 vehicles      SEGMENT LENGTH: 0.40 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 37 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 69%

% OVER PACE: 18%

% UNDER PACE: 13%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, School Area

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Walnut**

**LIMITS: Tustin Ranch Road to Myford Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48		X	1
47			0
46	X X		2
45	X X X	X X X	6
44	X X X X X	X	6
43	X X		2
42	X X X X X X X		7
41	X X X X X X	X	7
40	X X X X	X X X X X	9
39		X X X X	4
38	X X	X X X X X X X	9
37	X X	X X X X X X	8
36	X X X	X X X X	7
35	X X X X	X X	6
34		X	1
33	X X X X X	X X X	8
32	X X X X	X X X	7
31	X	X X	3
30		X X X	3
29		X X	2
28		X	1
27			0
26		X	1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/18/2024      TIME : 13:35 - 15:15

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, raised median with landscaping

ADJACENT LAND USE: Commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 13,179 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 1 midblock collisions

ACCIDENT RATE: 0.14 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

**85TH %: 43 M.P.H.**

50TH %: 38 M.P.H.

15TH %: 32 M.P.H.

AVERAGE SPEED: 38 M.P.H.

10 MPH PACE: 33 - 42 M.P.H.

% IN PACE: 66%

% OVER PACE: 17%

% UNDER PACE: 17%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Warner Avenue**

**LIMITS: Red Hill Avenue to Tustin Ranch Road**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54	X		1
53			0
52	X		1
51	X X X		3
50	X X	X X X X X	7
49	X X X	X X X	6
48	X X X X X	X X X X X X X X	13
47	X X X X X X	X X X X X	11
46	X X X X X	X X X X	9
45	X X X X X	X X X X X X X X X X	13
44	X X X X X	X X X	8
43	X	X	2
42	X X	X X X	5
41	X X X	X X	5
40	X X X X X	X X X X X	10
39	X	X	2
38	X X		2
37		X	1
36	X		1
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/10/2024      TIME: 14:10 - 14:40

STREET CLASIFICATION: Principal Arterial

ROADWAY DESCRIPTION: 3 lanes each direction, raised median with landscaping, bike lane, curvilinear

ADJACENT LAND USE: Undeveloped, commercial, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 7,888 vehicles      SEGMENT LENGTH: 1.06 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.22 acc/mvm      EXPECTED RATE: 0.87 acc/mvm

---

85TH %: 49 M.P.H.

50TH %: 46 M.P.H.

15TH %: 40 M.P.H.

AVERAGE SPEED: 45 M.P.H.

10 MPH PACE: 40 - 49 M.P.H.

% IN PACE: 82%

% OVER PACE: 12%

% UNDER PACE: 6%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Bike Lane, Horizontal Curvature

---

EXISTING SPEED LIMIT: 50 M.P.H.      SPEED LIMIT CHANGE (Y/N): Y

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 45 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Warner Avenue**

**LIMITS: Tustin Ranch Road to Park Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34	X	X	2
33		X	1
32	X	X X	3
31	X	X X X	4
30	X X X	X X X	6
29	X X X	X X X	6
28	X X X X	X X X X X	9
27	X X X X X	X X X X X X	11
26	X X X X X	X X X X X	10
25	X X X X X X	X X X X	10
24	X X X X X X X	X X X X	11
23	X X X X X X	X X X X	10
22	X X X X X	X X	7
21	X X	X X X	5
20	X	X	2
19		X X	2
18		X	1
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024      TIME : 13:00 - 14:45

STREET CLASIFICATION: Local

ROADWAY DESCRIPTION: 3 lanes each direction, raised median, bike lane

ADJACENT LAND USE: Undeveloped, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 16,754 vehicles      SEGMENT LENGTH: 0.10 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.75 acc/mvm

---

85TH %: 30 M.P.H.  
 50TH %: 26 M.P.H.  
 15TH %: 22 M.P.H.

AVERAGE SPEED: 26 M.P.H.  
 10 MPH PACE: 21 - 30 M.P.H.  
 % IN PACE: 85%  
 % OVER PACE: 10%  
 % UNDER PACE: 5%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS Bike Lane  
 NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Williams Street**

**LIMITS: Main Street to McFadden Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37			0
36			0
35			0
34	X		1
33		X	1
32	X		1
31	X X	X	3
30	X X X X X	X X X	8
29	X X X	X X X X X X X X	11
28	X X X X	X X X	7
27	X X X X	X X X X X X	10
26	X X X X X X	X X X	9
25	X X X	X X X X X	8
24	X X X X X X	X X X X	10
23	X X X	X X X	6
22	X X X X X X X	X X X X X X X X	15
21	X X X	X X X X X	8
20	X X	X X X X	6
19	X	X X X	4
18	X X X	X X	5
17	X	X	2
16			0
15			0
<b>GRAND TOTALS</b>			<b>115</b>

DATE: 10/2/2024      TIME: 10:00 - 11:40

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 1 lane each direction, double yellow centerline

ADJACENT LAND USE: Residential, school

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,622 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 10 midblock collisions

ACCIDENT RATE: 2.76 acc/mvm      EXPECTED RATE: 1.07 acc/mvm

---

85TH %: 29 M.P.H.  
 50TH %: 25 M.P.H.  
 15TH %: 21 M.P.H.

AVERAGE SPEED: 25 M.P.H.  
 10 MPH PACE: 21 - 30 M.P.H.  
 % IN PACE: 80%  
 % OVER PACE: 5%  
 % UNDER PACE: 15%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: On-Street Parking, Narrow Roadway, School Area, High Accident Rate

---

EXISTING SPEED LIMIT: 25 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 25 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Yorba Street**

**LIMITS: South of Santa Clara Avenue to 17th Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49	X		1
48			0
47			0
46	X	X X	3
45	X		1
44	X X	X X	4
43	X	X X	3
42	X X	X	3
41	X	X X	3
40	X X X	X X	5
39	X	X X X X X	7
38	X X	X X X X X X	9
37	X X	X X X X X	8
36	X X X X	X X X X	9
35	X X X X X	X X X	9
34	X X X	X X	5
33	X X X	X X	5
32	X X X	X X X	7
31	X X X	X X	5
30	X X	X X	4
29	X X X X		5
28	X X X		3
27	X		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/9/2024                      TIME : 14:00 - 15:10

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 8,027 vehicles      SEGMENT LENGTH: 0.50 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 2 midblock collisions

ACCIDENT RATE: 0.46 acc/mvm                      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 36 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 31 - 40 M.P.H.

% IN PACE: 69%

% OVER PACE: 18%

% UNDER PACE: 13%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS On-Street Parking

NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.                      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_                      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Yorba Street**

**LIMITS: 17th Street and Jacaranda Avenue**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50		X	1
49			0
48	X	X	2
47			0
46		X	1
45	X	X X	3
44	X X	X X	4
43	X	X	2
42			0
41	X	X X	3
40	X X	X	3
39	X X X	X X	5
38	X X X	X X X X	7
37	X X X X	X X X X	8
36	X X	X X X X X	7
35	X X X	X X X X X	8
34	X X X	X X X X X X	9
33	X X X X X	X X X X	9
32	X X	X X X	5
31	X X	X X X	5
30	X X X X X X	X X	8
29	X X X		3
28	X X X	X	4
27	X		1
26	X		1
25	X		1
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 10:55 - 13:00

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane

ADJACENT LAND USE: Commercial, residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,971 vehicles      SEGMENT LENGTH: 0.25 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 41 M.P.H.

50TH %: 35 M.P.H.

15TH %: 30 M.P.H.

AVERAGE SPEED: 36 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 71%

% OVER PACE: 19%

% UNDER PACE: 10%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Lane Drop

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Yorba Street**

**LIMITS: Jacaranda Avenue to Amaganset Way**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48	X		1
47			0
46	X	X	2
45	X X	X X	4
44	X X	X X	4
43	X	X X	3
42	X	X	2
41	X X X	X X X X	7
40	X X	X X X X	6
39	X X	X X X	5
38	X X	X X X	5
37	X X X X	X X X X X	9
36	X X X X X X	X X X X	10
35	X X X X X	X X X	8
34	X X	X X X X	6
33	X X X	X X X	6
32	X X X X	X X	6
31	X X	X X X	5
30	X X X X	X X X	7
29	X	X	2
28	X		1
27			0
26	X		1
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME: 10:55 - 11:45

STREET CLASIFICATION: Minor Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 4,971 vehicles      SEGMENT LENGTH: 0.35 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

---

85TH %: 42 M.P.H.

50TH %: 36 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 37 M.P.H.

10 MPH PACE: 32 - 41 M.P.H.

% IN PACE: 68%

% OVER PACE: 16%

% UNDER PACE: 16%



TRAFFIC No. 2838

---

ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: \_\_\_\_\_

---

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

---

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Yorba Street**

**LIMITS: Amaganset Way to Irvine Boulevard**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45	X		1
44			0
43	X	X	2
42			0
41	X	X	2
40	X X	X	3
39	X X	X X	4
38	X X X	X X	5
37	X X X X	X X X	7
36	X X X X X	X X X X X X X	11
35	X X X X	X X X X	8
34	X X X X X X	X X X X X X	12
33	X X X X X X X	X X X X X X X	14
32	X X X X X X	X X X X X	11
31	X X X	X X X X	7
30	X X X	X X X X	7
29	X X	X X	4
28	X	X	2
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>100</b>

DATE: 9/11/2024      TIME : 9:00 - 10:48

STREET CLASIFICATION: Secondary Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, double yellow centerline, on-street parking

ADJACENT LAND USE: Residential, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 5,349 vehicles      SEGMENT LENGTH: 0.15 miles

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.66 acc/mvm

**85TH %: 38 M.P.H.**

50TH %: 34 M.P.H.

15TH %: 31 M.P.H.

AVERAGE SPEED: 34 M.P.H.

10 MPH PACE: 30 - 39 M.P.H.

% IN PACE: 86%

% OVER PACE: 8%

% UNDER PACE: 6%



TRAFFIC No. 2838

ROADWAY CHARACTERISTICS On-Street Parking

NOT APPARENT TO DRIVERS: \_\_\_\_\_

EXISTING SPEED LIMIT: 40 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 40 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

**ROADWAY: Yorba Street**

**LIMITS: Irvine Boulevard to First Street**

SPEED (MPH)	VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND	SOUTHBOUND	
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41		X	1
40		X	1
39		X	1
38	X X	X X	4
37	X X	X X	4
36	X X	X X X X	6
35	X X X X X X	X X X X X	11
34	X	X X	3
33	X	X X X	4
32	X X X X X X	X X X X	10
31	X X X X X X X X	X X X X X X X X	15
30		X X X X	4
29	X X X	X X X X X X	9
28	X X X	X X X X X	8
27	X X X X X	X X X X	9
26	X X X X X X	X	7
25		X X	2
24			0
23	X X X X X	X X	7
22	X X		2
21	X	X X	3
20			0
19			0
18			0
17			0
16			0
15			0
<b>GRAND TOTALS</b>			<b>111</b>

DATE: 9/11/2024      TIME: 10:04 - 10:37

STREET CLASIFICATION: Secondary Arterial

ROADWAY DESCRIPTION: 2 lanes each direction, 2-way left turn lane

ADJACENT LAND USE: Residential, commercial

ROADWAY CONDITIONS: Good

WEATHER: Clear

AVERAGE DAILY TRAFFIC: 6,316 vehicles      SEGMENT LENGTH: 0.15 miles

---

ACCIDENT HISTORY DATES: 1/1/2021 - 12/31/2023 (3 years)      # OF ACCIDENTS: 0 midblock collisions

ACCIDENT RATE: 0.00 acc/mvm      EXPECTED RATE: 0.64 acc/mvm

---

85TH %: 36 M.P.H.  
 50TH %: 31 M.P.H.  
 15TH %: 26 M.P.H.

AVERAGE SPEED: 31 M.P.H.

10 MPH PACE: 26 - 35 M.P.H.

% IN PACE: 72%

% OVER PACE: 15%

% UNDER PACE: 13%



TRAFFIC No. 2838

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ROADWAY CHARACTERISTICS NOT APPARENT TO DRIVERS: Multiple Driveways

---

EXISTING SPEED LIMIT: 35 M.P.H.      SPEED LIMIT CHANGE (Y/N): N

ROADWAY SHARED WITH: \_\_\_\_\_      PROPOSED SPEED LIMIT: 35 M.P.H.

SHARED JURISDICTION SPEED: \_\_\_\_\_ M.P.H.

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OBSERVED BY: NDS

REVIEWED BY: Ruben Perales

# **APPENDIX E**

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## **Average Daily Traffic Counts**

ADT37 Armstrong Ave between Valencia Ave and Victory Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB			PM Period	NB		SB		
0:00	0		0			12:00	27		16		
0:15	0		1			12:15	22		13		
0:30	0		0			12:30	28		18		
0:45	0	0	0	1	1	12:45	25	102	22	69	171
1:00	0		0			13:00	36		22		
1:15	1		0			13:15	21		22		
1:30	0		1			13:30	26		14		
1:45	0	1	0	1	2	13:45	24	107	26	84	191
2:00	0		0			14:00	36		16		
2:15	0		0			14:15	20		9		
2:30	0		0			14:30	51		6		
2:45	0	0	0	0		14:45	49	156	15	46	202
3:00	1		0			15:00	42		18		
3:15	0		1			15:15	45		11		
3:30	0		0			15:30	45		16		
3:45	0	1	0	1	2	15:45	50	182	7	52	234
4:00	1		0			16:00	91		9		
4:15	0		1			16:15	71		8		
4:30	1		1			16:30	73		15		
4:45	1	3	1	3	6	16:45	79	314	31	63	377
5:00	1		3			17:00	108		14		
5:15	3		4			17:15	75		13		
5:30	3		7			17:30	64		14		
5:45	2	9	8	22	31	17:45	55	302	12	53	355
6:00	2		41			18:00	54		9		
6:15	4		16			18:15	29		10		
6:30	5		21			18:30	39		12		
6:45	11	22	9	87	109	18:45	20	142	7	38	180
7:00	7		15			19:00	16		12		
7:15	7		27			19:15	16		5		
7:30	7		30			19:30	11		6		
7:45	16	37	55	127	164	19:45	8	51	3	26	77
8:00	10		48			20:00	6		5		
8:15	12		40			20:15	9		3		
8:30	14		40			20:30	6		6		
8:45	13	49	46	174	223	20:45	18	39	4	18	57
9:00	17		29			21:00	14		2		
9:15	18		28			21:15	5		3		
9:30	27		13			21:30	5		0		
9:45	11	73	17	87	160	21:45	5	29	2	7	36
10:00	14		13			22:00	5		3		
10:15	25		13			22:15	5		1		
10:30	29		10			22:30	1		0		
10:45	26	94	10	46	140	22:45	2	13	0	4	17
11:00	28		20			23:00	1		1		
11:15	53		20			23:15	0		2		
11:30	39		9			23:30	1		0		
11:45	28	148	14	63	211	23:45	0	2	0	3	5
<b>Total Vol.</b>	437		612		<b>1049</b>		1439		463		<b>1902</b>

Daily Totals		Combined
NB	SB	
1876	1075	<b>2951</b>

	AM			PM		
Split %	41.7%	58.3%	35.5%	75.7%	24.3%	64.5%
Peak Hour	11:00	7:45	<b>7:45</b>	16:30	12:30	<b>16:30</b>
Volume	148	183	<b>235</b>	335	84	<b>408</b>
P.H.F.	0.70	0.83	<b>0.83</b>	0.85	0.95	<b>0.84</b>

### VOLUME

Browning Ave Bet Bryan Ave & El Camino Real

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,290	1,533	0	0	2,823		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	2			2	12:00	18	12			30
0:15	1	2			3	12:15	18	16			34
0:30	2	3			5	12:30	16	10			26
0:45	0	3	0	7	10	12:45	21	73	15	53	126
1:00	0	1			1	13:00	21	9			30
1:15	1	1			2	13:15	22	18			40
1:30	1	0			1	13:30	22	15			37
1:45	0	2	0	2	4	13:45	16	81	24	66	147
2:00	1	0			1	14:00	15	23			38
2:15	1	0			1	14:15	32	23			55
2:30	0	1			1	14:30	53	37			90
2:45	0	2	0	1	3	14:45	31	131	107	190	321
3:00	0	0			0	15:00	25	41			66
3:15	1	3			4	15:15	16	26			42
3:30	2	0			2	15:30	17	24			41
3:45	1	4	1	4	8	15:45	18	76	21	112	188
4:00	0	2			2	16:00	17	21			38
4:15	3	1			4	16:15	23	22			45
4:30	2	0			2	16:30	21	24			45
4:45	2	7	0	3	10	16:45	34	95	37	104	199
5:00	3	1			4	17:00	36	31			67
5:15	1	2			3	17:15	45	44			89
5:30	5	5			10	17:30	34	37			71
5:45	4	13	1	9	22	17:45	21	136	25	137	273
6:00	2	1			3	18:00	18	33			51
6:15	4	2			6	18:15	27	45			72
6:30	6	5			11	18:30	21	46			67
6:45	5	17	5	13	30	18:45	10	76	14	138	214
7:00	9	18			27	19:00	18	19			37
7:15	18	15			33	19:15	15	15			30
7:30	35	34			69	19:30	24	11			35
7:45	64	126	74	141	267	19:45	17	74	12	57	131
8:00	78	151			229	20:00	13	14			27
8:15	20	47			67	20:15	9	9			18
8:30	13	19			32	20:30	13	12			25
8:45	7	118	15	232	350	20:45	11	46	12	47	93
9:00	10	11			21	21:00	5	9			14
9:15	18	17			35	21:15	8	16			24
9:30	16	17			33	21:30	7	1			8
9:45	16	60	16	61	121	21:45	4	24	6	32	56
10:00	10	12			22	22:00	7	6			13
10:15	10	13			23	22:15	6	6			12
10:30	10	5			15	22:30	3	5			8
10:45	10	40	18	48	88	22:45	1	17	3	20	37
11:00	14	5			19	23:00	1	4			5
11:15	11	13			24	23:15	5	5			10
11:30	11	17			28	23:30	1	1			2
11:45	24	60	10	45	105	23:45	2	9	1	11	20
<b>TOTALS</b>	<b>452</b>	<b>566</b>			<b>1018</b>	<b>TOTALS</b>	<b>838</b>	<b>967</b>			<b>1805</b>
<b>SPLIT %</b>	<b>44.4%</b>	<b>55.6%</b>			<b>36.1%</b>	<b>SPLIT %</b>	<b>46.4%</b>	<b>53.6%</b>			<b>63.9%</b>

DAILY TOTALS					NB	SB	EB	WB	Total	
					1,290	1,533	0	0	2,823	
AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	16:45	14:30	14:15	
AM Pk Volume	197	306			503	PM Pk Volume	149	211	349	
Pk Hr Factor	0.631	0.507			0.549	Pk Hr Factor	0.828	0.493	0.632	
7 - 9 Volume	244	373	0	0	617	4 - 6 Volume	231	241	0	472
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:45	16:45		16:45
7 - 9 Pk Volume	197	306	0	0	503	4 - 6 Pk Volume	149	149	0	298
Pk Hr Factor	0.631	0.507	0.000	0.000	0.549	Pk Hr Factor	0.828	0.847	0.000	0.837

### VOLUME

Bryan Ave Bet Newport Ave & Main St

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_006

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	1,853	4,123	5,976					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			2	2	4	12:00			49	74	123			
0:15			1	0	1	12:15			28	76	104			
0:30			0	3	3	12:30			46	68	114			
0:45			2	5	3	12:45			25	148	87	428		
1:00			0	0	0	13:00			31	61	92			
1:15			0	0	0	13:15			44	73	117			
1:30			0	1	1	13:30			38	56	94			
1:45			3	3	0	13:45			28	141	81	271	109	412
2:00			1	3	4	14:00			43	62	105			
2:15			0	3	3	14:15			36	80	116			
2:30			0	1	1	14:30			31	76	107			
2:45			0	1	1	14:45			36	146	91	309	127	455
3:00			0	0	0	15:00			46	110	156			
3:15			1	4	5	15:15			30	86	116			
3:30			1	0	1	15:30			39	114	153			
3:45			0	2	0	15:45			29	144	115	425	144	569
4:00			3	1	4	16:00			53	112	165			
4:15			0	2	2	16:15			34	99	133			
4:30			2	3	5	16:30			23	109	132			
4:45			1	6	4	16:45			42	152	110	430	152	582
5:00			1	3	4	17:00			49	117	166			
5:15			2	5	7	17:15			35	130	165			
5:30			4	4	8	17:30			30	105	135			
5:45			6	13	4	17:45			35	149	99	451	134	600
6:00			9	8	17	18:00			47	96	143			
6:15			6	16	22	18:15			27	92	119			
6:30			7	9	16	18:30			23	83	106			
6:45			13	35	21	18:45			27	124	63	334	90	458
7:00			9	26	35	19:00			31	64	95			
7:15			22	24	46	19:15			18	66	84			
7:30			21	39	60	19:30			22	53	75			
7:45			24	76	47	19:45			29	100	46	229	75	329
8:00			42	60	102	20:00			28	35	63			
8:15			25	46	71	20:15			17	40	57			
8:30			25	54	79	20:30			25	20	45			
8:45			18	110	52	20:45			18	88	23	118	41	206
9:00			28	53	81	21:00			18	20	38			
9:15			23	52	75	21:15			21	15	36			
9:30			38	43	81	21:30			8	17	25			
9:45			27	116	55	21:45			5	52	10	62	15	114
10:00			27	56	83	22:00			5	8	13			
10:15			22	46	68	22:15			4	15	19			
10:30			22	61	83	22:30			5	13	18			
10:45			23	94	79	22:45			3	17	8	44	11	61
11:00			36	53	89	23:00			4	8	12			
11:15			29	66	95	23:15			2	9	11			
11:30			26	68	94	23:30			1	2	3			
11:45			29	120	66	23:45			4	11	4	23	8	34
<b>TOTALS</b>			581	1147	1728	<b>TOTALS</b>			1272	2976	4248			
<b>SPLIT %</b>			33.6%	66.4%	28.9%	<b>SPLIT %</b>			29.9%	70.1%	71.1%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,853	4,123	5,976

AM Peak Hour			11:45	11:30	11:45	PM Peak Hour			16:45	16:30	16:45
AM Pk Volume			152	284	436	PM Pk Volume			156	466	618
Pk Hr Factor			0.776	0.934	0.886	Pk Hr Factor			0.796	0.896	0.931
7 - 9 Volume	0	0	186	348	534	4 - 6 Volume	0	0	301	881	1182
7 - 9 Peak Hour			7:45	8:00	7:45	4 - 6 Peak Hour			16:45	16:30	16:45
7 - 9 Pk Volume	0	0	116	212	323	4 - 6 Pk Volume	0	0	156	466	618
Pk Hr Factor	0.000	0.000	0.690	0.883	0.792	Pk Hr Factor	0.000	0.000	0.796	0.896	0.931

### VOLUME

Bryan Ave Bet Main St & Red Hill Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_007

DAILY TOTALS					NB	SB					Total			
					0	0	8,864	6,422			15,286			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			4	3	7	12:00			142	102	244			
0:15			2	4	6	12:15			144	106	250			
0:30			5	3	8	12:30			134	118	252			
0:45			4	15	4	14	12:45		140	560	109	435	249	995
1:00			1	1	2	13:00			125	111	236			
1:15			3	0	3	13:15			143	113	256			
1:30			3	3	6	13:30			118	112	230			
1:45			1	8	5	9	13:45		157	543	112	448	269	991
2:00			4	3	7	14:00			127	116	243			
2:15			3	1	4	14:15			147	110	257			
2:30			2	2	4	14:30			166	111	277			
2:45			5	14	0	6	14:45		238	678	123	460	361	1138
3:00			1	0	1	15:00			248	122	370			
3:15			3	2	5	15:15			217	128	345			
3:30			0	1	1	15:30			210	110	320			
3:45			0	4	2	5	15:45		286	961	100	460	386	1421
4:00			2	4	6	16:00			268	138	406			
4:15			3	10	13	16:15			240	122	362			
4:30			7	6	13	16:30			227	109	336			
4:45			6	18	9	29	16:45		223	958	153	522	376	1480
5:00			4	6	10	17:00			252	158	410			
5:15			8	15	23	17:15			262	170	432			
5:30			12	26	38	17:30			251	149	400			
5:45			14	38	34	81	17:45		209	974	132	609	341	1583
6:00			22	24	46	18:00			203	144	347			
6:15			32	46	78	18:15			209	116	325			
6:30			25	55	80	18:30			170	108	278			
6:45			44	123	81	206	18:45		139	721	99	467	238	1188
7:00			49	55	104	19:00			137	103	240			
7:15			69	97	166	19:15			125	89	214			
7:30			104	102	206	19:30			108	85	193			
7:45			114	336	172	426	19:45		92	462	80	357	172	819
8:00			130	174	304	20:00			76	83	159			
8:15			144	104	248	20:15			64	47	111			
8:30			140	83	223	20:30			52	56	108			
8:45			105	519	70	431	20:45		50	242	43	229	93	471
9:00			110	72	182	21:00			42	48	90			
9:15			116	66	182	21:15			35	51	86			
9:30			92	86	178	21:30			29	28	57			
9:45			119	437	79	303	21:45		24	130	36	163	60	293
10:00			97	70	167	22:00			29	25	54			
10:15			96	66	162	22:15			19	17	36			
10:30			100	72	172	22:30			27	20	47			
10:45			142	435	78	286	22:45		15	90	13	75	28	165
11:00			118	89	207	23:00			19	11	30			
11:15			139	104	243	23:15			14	6	20			
11:30			147	92	239	23:30			12	3	15			
11:45			141	545	89	374	23:45		8	53	7	27	15	80
<b>TOTALS</b>			2492	2170	4662	<b>TOTALS</b>			6372	4252	10624			
<b>SPLIT %</b>			53.5%	46.5%	30.5%	<b>SPLIT %</b>			60.0%	40.0%	69.5%			

DAILY TOTALS					NB	SB					Total
					0	0	8,864	6,422			15,286

AM Peak Hour			11:30	7:30	7:45	PM Peak Hour			15:45	16:45	16:45
AM Pk Volume			574	552	1061	PM Pk Volume			1021	630	1618
Pk Hr Factor			0.976	0.793	0.873	Pk Hr Factor			0.892	0.926	0.936
7 - 9 Volume	0	0	855	857	1712	4 - 6 Volume	0	0	1932	1131	3063
7 - 9 Peak Hour			7:45	7:30	7:45	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	528	552	1061	4 - 6 Pk Volume	0	0	988	630	1618
Pk Hr Factor	0.000	0.000	0.917	0.793	0.873	Pk Hr Factor	0.000	0.000	0.943	0.926	0.936

### VOLUME

Bryan Ave Bet Red Hill Ave & Browning Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_008

DAILY TOTALS					NB	SB						Total	
					0	0						15,537	
							8,402			7,135			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00			2	10	12		12:00			103	116	219	
0:15			1	6	7		12:15			119	107	226	
0:30			3	5	8		12:30			127	129	256	
0:45			5	11	1	22	12:45			112	461	105	457
1:00			3	2	5	33	13:00			113	115	228	
1:15			1	4	5		13:15			126	123	249	
1:30			2	4	6		13:30			118	131	249	
1:45			1	7	5	15	13:45			144	501	117	486
2:00			1	2	3		14:00			120	131	251	
2:15			2	2	4		14:15			168	130	298	
2:30			2	0	2		14:30			172	143	315	
2:45			0	5	1	5	14:45			246	706	166	570
3:00			3	0	3		15:00			224	150	374	
3:15			2	3	5		15:15			204	132	336	
3:30			0	1	1		15:30			195	121	316	
3:45			0	5	2	6	15:45			264	887	139	542
4:00			2	2	4		16:00			246	146	392	
4:15			3	8	11		16:15			239	151	390	
4:30			5	9	14		16:30			215	127	342	
4:45			7	17	6	25	16:45			226	926	169	593
5:00			4	8	12		17:00			241	193	434	
5:15			13	8	21		17:15			245	181	426	
5:30			17	21	38		17:30			249	173	422	
5:45			11	45	36	73	17:45			228	963	149	696
6:00			13	25	38		18:00			196	148	344	
6:15			21	41	62		18:15			193	128	321	
6:30			25	45	70		18:30			159	124	283	
6:45			39	98	70	181	18:45			131	679	109	509
7:00			51	77	128		19:00			140	104	244	
7:15			92	96	188		19:15			109	101	210	
7:30			115	125	240		19:30			98	99	197	
7:45			132	390	213	511	19:45			84	431	72	376
8:00			158	208	366		20:00			80	93	173	
8:15			129	120	249		20:15			65	66	131	
8:30			136	87	223		20:30			60	51	111	
8:45			98	521	70	485	20:45			52	257	44	254
9:00			86	79	165		21:00			48	56	104	
9:15			87	70	157		21:15			34	53	87	
9:30			75	85	160		21:30			33	35	68	
9:45			94	342	89	323	21:45			28	143	39	183
10:00			73	74	147		22:00			34	26	60	
10:15			81	65	146		22:15			24	25	49	
10:30			96	81	177		22:30			22	18	40	
10:45			109	359	95	315	22:45			13	93	17	86
11:00			94	96	190		23:00			15	12	27	
11:15			127	98	225		23:15			17	9	26	
11:30			139	100	239		23:30			19	3	22	
11:45			138	498	100	394	23:45			6	57	4	28
<b>TOTALS</b>				2298	2355	<b>4653</b>	<b>TOTALS</b>			6104	4780	<b>10884</b>	
<b>SPLIT %</b>				49.4%	50.6%	<b>29.9%</b>	<b>SPLIT %</b>			56.1%	43.9%	<b>70.1%</b>	

DAILY TOTALS					NB	SB						Total
					0	0						15,537
							8,402			7,135		
AM Peak Hour			7:45	7:30	7:30		PM Peak Hour			15:45	16:45	16:45
AM Pk Volume			555	666	1200		PM Pk Volume			964	716	1677
Pk Hr Factor			0.878	0.782	0.820		Pk Hr Factor			0.913	0.927	0.966
7 - 9 Volume	0	0	911	996	1907		4 - 6 Volume	0	0	1889	1289	3178
7 - 9 Peak Hour			7:45	7:30	7:30		4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	555	666	1200		4 - 6 Pk Volume	0	0	963	716	1677
Pk Hr Factor	0.000	0.000	0.878	0.782	0.820		Pk Hr Factor	0.000	0.000	0.967	0.927	0.966

**ADT19 Bryan Ave between Tustin Ranch Rd and Myford Rd.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	11		8		12:00	126		99	
0:15	7		9		12:15	131		86	
0:30	3		3		12:30	130		128	
0:45	5	26	7	27	12:45	139	526	102	415
1:00	5		5		13:00	131		121	
1:15	1		2		13:15	147		124	
1:30	1		5		13:30	118		138	
1:45	5	12	1	13	13:45	136	532	152	535
2:00	3		4		14:00	134		143	
2:15	1		1		14:15	141		139	
2:30	2		2		14:30	156		143	
2:45	4	10	0	7	14:45	144	575	185	610
3:00	0		2		15:00	165		203	
3:15	3		1		15:15	188		188	
3:30	4		0		15:30	179		196	
3:45	8	15	2	5	15:45	157	689	244	831
4:00	6		5		16:00	145		272	
4:15	2		2		16:15	166		266	
4:30	5		2		16:30	153		222	
4:45	15	28	7	16	16:45	179	643	247	1007
5:00	16		7		17:00	195		229	
5:15	13		6		17:15	171		268	
5:30	18		9		17:30	202		266	
5:45	29	76	17	39	17:45	179	747	236	999
6:00	25		37		18:00	209		210	
6:15	23		29		18:15	178		254	
6:30	52		37		18:30	190		200	
6:45	45	145	57	160	18:45	171	748	205	869
7:00	45		44		19:00	146		150	
7:15	59		65		19:15	135		125	
7:30	77		83		19:30	117		97	
7:45	90	271	131	323	19:45	113	511	88	460
8:00	122		131		20:00	108		76	
8:15	135		148		20:15	111		76	
8:30	103		140		20:30	93		67	
8:45	88	448	137	556	20:45	84	396	41	260
9:00	126		132		21:00	64		52	
9:15	104		166		21:15	65		51	
9:30	72		80		21:30	55		41	
9:45	73	375	92	470	21:45	44	228	36	180
10:00	79		106		22:00	40		27	
10:15	74		105		22:15	34		27	
10:30	110		110		22:30	28		28	
10:45	118	381	105	426	22:45	21	123	23	105
11:00	113		87		23:00	24		14	
11:15	119		104		23:15	16		15	
11:30	136		98		23:30	14		10	
11:45	149	517	99	388	23:45	12	66	9	48

**Total Vol.** 2304 2430 **4734** 5784 6319 **12103**

Daily Totals		
EB	WB	Combined
8088	8749	<b>16837</b>

	AM			PM		
<b>Split %</b>	48.7%	51.3%	<b>28.1%</b>	47.8%	52.2%	<b>71.9%</b>
<b>Peak Hour</b>	11:30	8:30	<b>8:15</b>	17:30	16:45	<b>16:45</b>
<b>Volume</b>	542	575	<b>1009</b>	768	1010	<b>1757</b>
<b>P.H.F.</b>	0.91	0.87	<b>0.89</b>	0.92	0.94	<b>0.94</b>

**ADT20 Bryan Ave between Myford Rd and Jamboree Rd.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	5		8		12:00	131		112	
0:15	7		10		12:15	141		88	
0:30	5		8		12:30	133		113	
0:45	6	23	8	34	12:45	142	547	108	421
1:00	3		5		13:00	131		120	
1:15	2		5		13:15	146		119	
1:30	4		8		13:30	132		143	
1:45	4	13	1	19	13:45	133	542	154	536
2:00	2		3		14:00	130		146	
2:15	0		2		14:15	144		144	
2:30	0		3		14:30	157		145	
2:45	3	5	0	8	14:45	148	579	201	636
3:00	2		2		15:00	156		201	
3:15	5		3		15:15	204		199	
3:30	5		1		15:30	185		224	
3:45	6	18	1	7	15:45	164	709	266	890
4:00	9		8		16:00	162		282	
4:15	2		1		16:15	163		278	
4:30	5		0		16:30	153		225	
4:45	11	27	6	15	16:45	192	670	262	1047
5:00	11		7		17:00	187		231	
5:15	22		8		17:15	174		276	
5:30	17		7		17:30	204		276	
5:45	38	88	20	42	17:45	178	743	272	1055
6:00	30		37		18:00	198		222	
6:15	32		29		18:15	182		276	
6:30	52		38		18:30	182		211	
6:45	53	167	55	159	18:45	175	737	206	915
7:00	56		45		19:00	159		171	
7:15	59		66		19:15	138		133	
7:30	101		86		19:30	118		102	
7:45	108	324	110	307	19:45	104	519	100	506
8:00	126		121		20:00	100		79	
8:15	156		151		20:15	103		82	
8:30	121		156		20:30	95		68	
8:45	112	515	148	576	20:45	93	391	56	285
9:00	156		150		21:00	78		58	
9:15	128		174		21:15	61		55	
9:30	79		90		21:30	50		45	
9:45	77	440	95	509	21:45	37	226	38	196
10:00	85		108		22:00	40		33	
10:15	81		117		22:15	33		35	
10:30	110		120		22:30	26		29	
10:45	101	377	115	460	22:45	15	114	34	131
11:00	121		84		23:00	17		11	
11:15	123		99		23:15	16		15	
11:30	143		114		23:30	15		16	
11:45	126	513	86	383	23:45	11	59	12	54

**Total Vol.** 2510 2519 **5029** 5836 6672 **12508**

**Daily Totals**

EB	WB	Combined
8346	9191	<b>17537</b>

**AM**

**PM**

Split %	49.9%	50.1%	<b>28.7%</b>	46.7%	53.3%	<b>71.3%</b>
<b>Peak Hour</b>	8:15	8:30	<b>8:15</b>	17:30	17:00	<b>17:30</b>
<b>Volume</b>	545	628	<b>1150</b>	762	1055	<b>1808</b>
<b>P.H.F.</b>	0.87	0.90	<b>0.94</b>	0.93	0.96	<b>0.94</b>

### VOLUME

Centennial Way Bet E 1st St & Main St

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,324	1,934	0	0	4,258		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	2	5			7	12:00	46	42			88
0:15	1	0			1	12:15	48	42			90
0:30	1	0			1	12:30	57	44			101
0:45	2	6	2	7	4	12:45	53	204	43	171	96
1:00	2	2			4	13:00	44	33			77
1:15	2	1			3	13:15	44	29			73
1:30	1	3			4	13:30	46	27			73
1:45	3	8	4	10	7	13:45	46	180	23	112	69
2:00	0	0			0	14:00	35	29			64
2:15	1	3			4	14:15	40	27			67
2:30	2	3			5	14:30	39	33			72
2:45	0	3	1	7	1	14:45	45	159	45	134	90
3:00	0	0			0	15:00	54	45			99
3:15	2	0			2	15:15	49	34			83
3:30	1	1			2	15:30	48	25			73
3:45	2	5	1	2	3	15:45	46	197	35	139	81
4:00	0	1			1	16:00	50	40			90
4:15	3	2			5	16:15	56	51			107
4:30	3	3			6	16:30	39	33			72
4:45	5	11	4	10	9	16:45	56	201	34	158	90
5:00	1	2			3	17:00	57	25			82
5:15	6	2			8	17:15	48	25			73
5:30	3	7			10	17:30	46	28			74
5:45	6	16	3	14	9	17:45	44	195	39	117	83
6:00	4	3			7	18:00	49	34			83
6:15	15	11			26	18:15	38	32			70
6:30	13	12			25	18:30	36	22			58
6:45	23	55	15	41	38	18:45	46	169	21	109	67
7:00	19	26			45	19:00	39	32			71
7:15	18	24			42	19:15	31	27			58
7:30	32	23			55	19:30	22	27			49
7:45	29	98	30	103	59	19:45	23	115	19	105	42
8:00	24	29			53	20:00	30	15			45
8:15	28	37			65	20:15	26	20			46
8:30	25	33			58	20:30	19	13			32
8:45	27	104	39	138	66	20:45	11	86	14	62	25
9:00	23	31			54	21:00	15	12			27
9:15	25	32			57	21:15	17	10			27
9:30	34	41			75	21:30	15	6			21
9:45	31	113	28	132	59	21:45	7	54	10	38	17
10:00	28	33			61	22:00	9	15			24
10:15	34	32			66	22:15	4	10			14
10:30	49	32			81	22:30	6	2			8
10:45	39	150	26	123	65	22:45	4	23	0	27	4
11:00	37	38			75	23:00	5	6			11
11:15	51	38			89	23:15	2	9			11
11:30	36	36			72	23:30	2	8			10
11:45	33	157	33	145	66	23:45	6	15	7	30	13
<b>TOTALS</b>	<b>726</b>	<b>732</b>			<b>1458</b>	<b>TOTALS</b>	<b>1598</b>	<b>1202</b>			<b>2800</b>
<b>SPLIT %</b>	<b>49.8%</b>	<b>50.2%</b>			<b>34.2%</b>	<b>SPLIT %</b>	<b>57.1%</b>	<b>42.9%</b>			<b>65.8%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					2,324	1,934	0	0	4,258

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	16:15	12:00			12:00
AM Pk Volume	184	161			345	PM Pk Volume	208	171			375
Pk Hr Factor	0.807	0.915			0.854	Pk Hr Factor	0.912	0.972			0.928
7 - 9 Volume	202	241	0	0	443	4 - 6 Volume	396	275	0	0	671
7 - 9 Peak Hour	7:30	8:00			8:00	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	113	138	0	0	242	4 - 6 Pk Volume	208	158	0	0	359
Pk Hr Factor	0.883	0.885	0.000	0.000	0.917	Pk Hr Factor	0.912	0.775	0.000	0.000	0.839

**ADT69 Del Amo Ave between Newport Ave and Edinger Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	1		3		12:00	27		47	
0:15	5		2		12:15	20		41	
0:30	3		3		12:30	26		55	
0:45	1	10	1	9	12:45	43	116	41	184
1:00	0		1		13:00	24		47	
1:15	1		1		13:15	32		60	
1:30	0		0		13:30	25		48	
1:45	0	1	1	3	13:45	20	101	58	213
2:00	0		0		14:00	9		79	
2:15	1		1		14:15	15		77	
2:30	0		0		14:30	15		118	
2:45	0	1	1	2	14:45	13	52	109	383
3:00	3		3		15:00	14		116	
3:15	1		2		15:15	21		111	
3:30	1		1		15:30	8		111	
3:45	3	8	2	8	15:45	15	58	136	474
4:00	1		0		16:00	20		147	
4:15	1		0		16:15	20		159	
4:30	3		0		16:30	9		133	
4:45	4	9	1	1	16:45	12	61	113	552
5:00	2		4		17:00	17		138	
5:15	6		3		17:15	16		137	
5:30	9		0		17:30	22		133	
5:45	14	31	4	11	17:45	2	57	105	513
6:00	15		4		18:00	7		96	
6:15	26		5		18:15	19		87	
6:30	22		12		18:30	8		79	
6:45	45	108	10	31	18:45	14	48	67	329
7:00	20		7		19:00	12		64	
7:15	46		16		19:15	11		55	
7:30	40		24		19:30	13		36	
7:45	68	174	38	85	19:45	21	57	24	179
8:00	45		44		20:00	25		45	
8:15	51		36		20:15	11		16	
8:30	48		51		20:30	9		30	
8:45	56	200	37	168	20:45	17	62	15	106
9:00	50		46		21:00	14		30	
9:15	43		21		21:15	14		17	
9:30	29		33		21:30	5		11	
9:45	36	158	23	123	21:45	4	37	6	64
10:00	42		23		22:00	5		6	
10:15	50		29		22:15	7		4	
10:30	29		23		22:30	6		6	
10:45	39	160	35	110	22:45	4	22	3	19
11:00	27		41		23:00	1		2	
11:15	22		34		23:15	1		0	
11:30	24		41		23:30	2		1	
11:45	34	107	38	154	23:45	2	6	6	9

**Total Vol.** 967 705 **1672** 677 3025 **3702**

Daily Totals		
EB	WB	Combined
1644	3730	<b>5374</b>

	AM			PM		
<b>Split %</b>	57.8%	42.2%	<b>31.1%</b>	18.3%	81.7%	<b>68.9%</b>
<b>Peak Hour</b>	7:45	11:45	<b>7:45</b>	12:30	15:45	<b>15:45</b>
<b>Volume</b>	212	181	<b>381</b>	125	575	<b>639</b>
<b>P.H.F.</b>	0.78	0.82	<b>0.90</b>	0.73	0.90	<b>0.89</b>

**ADT3 Edinger Ave between Newport Ave and Del Amo Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	8		16		12:00	152		149	
0:15	15		13		12:15	143		171	
0:30	3		20		12:30	154		147	
0:45	6	32	11	60	12:45	165	614	168	635
1:00	7		13		13:00	155		145	
1:15	3		6		13:15	173		163	
1:30	7		12		13:30	159		182	
1:45	12	29	6	37	13:45	168	655	205	695
2:00	7		6		14:00	157		227	
2:15	8		6		14:15	141		229	
2:30	7		11		14:30	142		190	
2:45	5	27	9	32	14:45	181	621	281	927
3:00	7		4		15:00	200		341	
3:15	8		8		15:15	207		268	
3:30	9		5		15:30	202		267	
3:45	29	53	9	26	15:45	241	850	258	1134
4:00	14		11		16:00	223		259	
4:15	25		10		16:15	234		377	
4:30	36		9		16:30	249		289	
4:45	87	162	21	51	16:45	255	961	370	1295
5:00	88		27		17:00	222		357	
5:15	75		26		17:15	260		382	
5:30	110		31		17:30	235		350	
5:45	176	449	68	152	17:45	253	970	336	1425
6:00	163		80		18:00	209		301	
6:15	162		66		18:15	172		305	
6:30	163		91		18:30	170		260	
6:45	184	672	110	347	18:45	137	688	177	1043
7:00	232		151		19:00	121		178	
7:15	208		166		19:15	128		155	
7:30	240		209		19:30	115		144	
7:45	285	965	251	777	19:45	87	451	88	565
8:00	272		231		20:00	87		95	
8:15	233		322		20:15	91		96	
8:30	207		259		20:30	82		82	
8:45	204	916	238	1050	20:45	58	318	94	367
9:00	229		113		21:00	68		87	
9:15	175		204		21:15	51		69	
9:30	145		133		21:30	44		63	
9:45	166	715	173	623	21:45	37	200	66	285
10:00	171		126		22:00	40		43	
10:15	146		136		22:15	28		54	
10:30	148		135		22:30	22		51	
10:45	149	614	134	531	22:45	24	114	51	199
11:00	174		131		23:00	28		34	
11:15	173		119		23:15	19		36	
11:30	175		140		23:30	16		25	
11:45	143	665	176	566	23:45	17	80	27	122

**Total Vol.** 5299 4252 **9551** 6522 8692 **15214**

**Daily Totals**

EB	WB	Combined
11821	12944	<b>24765</b>

**AM**

**PM**

<b>Split %</b>	55.5%	44.5%	<b>38.6%</b>	42.9%	57.1%	<b>61.4%</b>
<b>Peak Hour</b>	7:30	7:45	<b>7:45</b>	16:30	16:45	<b>16:45</b>
<b>Volume</b>	1030	1063	<b>2060</b>	986	1459	<b>2431</b>
<b>P.H.F.</b>	0.90	0.83	<b>0.93</b>	0.95	0.95	<b>0.95</b>

**ADT5 Edinger Ave between Red Hill Ave and Kensington Park Dr.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	6		20		12:00	102		132	
0:15	13		21		12:15	131		155	
0:30	3		12		12:30	122		147	
0:45	4	26	7	60	86	12:45	132	487	155 589 1076
1:00	8		14		13:00	105		140	
1:15	4		4		13:15	126		174	
1:30	5		12		13:30	125		173	
1:45	6	23	6	36	59	13:45	120	476	201 688 1164
2:00	5		5		14:00	110		234	
2:15	8		3		14:15	124		282	
2:30	4		5		14:30	113		254	
2:45	1	18	8	21	39	14:45	127	474	333 1103 1577
3:00	8		2		15:00	131		367	
3:15	6		4		15:15	142		372	
3:30	14		4		15:30	161		345	
3:45	20	48	4	14	62	15:45	136	570	389 1473 2043
4:00	13		6		16:00	217		428	
4:15	19		8		16:15	182		371	
4:30	44		7		16:30	215		448	
4:45	59	135	13	34	169	16:45	255	869	475 1722 2591
5:00	50		8		17:00	236		454	
5:15	53		17		17:15	281		480	
5:30	102		18		17:30	232		437	
5:45	118	323	41	84	407	17:45	239	988	437 1808 2796
6:00	101		55		18:00	146		386	
6:15	102		75		18:15	125		402	
6:30	118		71		18:30	151		251	
6:45	148	469	110	311	780	18:45	125	547	197 1236 1783
7:00	165		114		19:00	89		202	
7:15	166		156		19:15	79		147	
7:30	216		219		19:30	69		115	
7:45	221	768	250	739	1507	19:45	69	306	93 557 863
8:00	218		255		20:00	73		104	
8:15	186		309		20:15	73		83	
8:30	198		283		20:30	55		61	
8:45	188	790	261	1108	1898	20:45	51	252	81 329 581
9:00	175		170		21:00	50		72	
9:15	183		182		21:15	46		65	
9:30	107		145		21:30	32		68	
9:45	130	595	155	652	1247	21:45	39	167	46 251 418
10:00	98		105		22:00	28		43	
10:15	104		126		22:15	23		46	
10:30	105		94		22:30	26		47	
10:45	128	435	126	451	886	22:45	19	96	43 179 275
11:00	117		116		23:00	23		36	
11:15	118		120		23:15	10		25	
11:30	125		139		23:30	12		12	
11:45	101	461	149	524	985	23:45	13	58	20 93 151

**Total Vol.** 4091 4034 **8125** 5290 10028 **15318**

**Daily Totals**  
EB WB **Combined**  
9381 14062 **23443**

**AM** 50.4% 49.6% **34.7%** **PM** 34.5% 65.5% **65.3%**

<b>Peak Hour</b>	7:30	8:00	<b>7:45</b>	16:45	16:30	<b>16:45</b>
<b>Volume</b>	841	1108	<b>1920</b>	1004	1857	<b>2850</b>
<b>P.H.F.</b>	0.95	0.90	<b>0.97</b>	0.89	0.97	<b>0.94</b>

**ADT6 Edinger Ave between Kensington Park Dr and Jamboree Rd SB.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	5		12		12:00	113		120	
0:15	11		21		12:15	137		117	
0:30	11		15		12:30	142		134	
0:45	5	32	7	55	12:45	135	527	124	495
1:00	7		15		13:00	147		123	
1:15	4		5		13:15	133		127	
1:30	5		14		13:30	115		153	
1:45	8	24	6	40	13:45	137	532	155	558
2:00	4		5		14:00	133		183	
2:15	8		4		14:15	140		195	
2:30	7		4		14:30	98		157	
2:45	1	20	9	22	14:45	127	498	232	767
3:00	5		4		15:00	165		271	
3:15	7		4		15:15	156		236	
3:30	10		5		15:30	201		316	
3:45	15	37	3	16	15:45	212	734	409	1232
4:00	8		2		16:00	206		381	
4:15	15		10		16:15	213		427	
4:30	29		4		16:30	226		444	
4:45	47	99	11	27	16:45	267	912	489	1741
5:00	39		9		17:00	264		450	
5:15	44		13		17:15	305		440	
5:30	85		18		17:30	266		495	
5:45	109	277	44	84	17:45	279	1114	430	1815
6:00	65		46		18:00	218		365	
6:15	84		65		18:15	162		387	
6:30	67		49		18:30	183		263	
6:45	112	328	86	246	18:45	166	729	196	1211
7:00	142		92		19:00	132		178	
7:15	140		133		19:15	116		121	
7:30	160		146		19:30	87		125	
7:45	201	643	189	560	19:45	83	418	79	503
8:00	191		203		20:00	67		80	
8:15	165		196		20:15	82		78	
8:30	161		238		20:30	74		79	
8:45	152	669	205	842	20:45	50	273	65	302
9:00	167		192		21:00	61		74	
9:15	182		165		21:15	57		54	
9:30	150		154		21:30	56		61	
9:45	130	629	151	662	21:45	44	218	41	230
10:00	113		99		22:00	39		39	
10:15	105		118		22:15	37		43	
10:30	106		103		22:30	23		45	
10:45	131	455	133	453	22:45	34	133	44	171
11:00	127		106		23:00	27		30	
11:15	136		106		23:15	15		26	
11:30	133		111		23:30	12		11	
11:45	131	527	111	434	23:45	12	66	22	89

**Total Vol.** 3740 3441 **7181** 6154 9114 **15268**

**Daily Totals**

EB	WB	Combined
9894	12555	<b>22449</b>

**AM**

**PM**

Split %	52.1%	47.9%	<b>32.0%</b>	40.3%	59.7%	<b>68.0%</b>
<b>Peak Hour</b>	7:45	8:00	<b>7:45</b>	17:00	16:45	<b>16:45</b>
<b>Volume</b>	718	842	<b>1544</b>	1114	1874	<b>2976</b>
<b>P.H.F.</b>	0.89	0.88	<b>0.97</b>	0.91	0.95	<b>0.98</b>

ADT8 Edinger Ave between Jamboree Rd NB and Harvard Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB	
0:00	15		18		12:00	149		140	
0:15	9		23		12:15	139		160	
0:30	11		9		12:30	127		156	
0:45	4	39	8	58	12:45	177	592	150	606
1:00	12		9		13:00	137		140	
1:15	10		9		13:15	160		183	
1:30	6		9		13:30	152		190	
1:45	10	38	5	32	13:45	161	610	212	725
2:00	9		2		14:00	170		237	
2:15	8		3		14:15	158		237	
2:30	7		5		14:30	145		299	
2:45	1	25	6	16	14:45	148	621	428	1201
3:00	7		6		15:00	184		342	
3:15	9		7		15:15	160		398	
3:30	12		5		15:30	181		400	
3:45	15	43	2	20	15:45	202	727	428	1568
4:00	10		10		16:00	204		461	
4:15	21		13		16:15	187		398	
4:30	35		7		16:30	290		461	
4:45	49	115	22	52	16:45	248	929	441	1761
5:00	48		8		17:00	300		414	
5:15	46		26		17:15	296		433	
5:30	80		39		17:30	339		465	
5:45	87	261	56	129	17:45	274	1209	374	1686
6:00	74		68		18:00	263		377	
6:15	82		74		18:15	200		298	
6:30	107		80		18:30	217		231	
6:45	132	395	88	310	18:45	196	876	195	1101
7:00	132		116		19:00	165		193	
7:15	161		147		19:15	112		153	
7:30	246		148		19:30	124		115	
7:45	251	790	181	592	19:45	108	509	109	570
8:00	247		258		20:00	110		94	
8:15	237		297		20:15	110		97	
8:30	224		231		20:30	114		95	
8:45	285	993	245	1031	20:45	84	418	93	379
9:00	202		173		21:00	73		74	
9:15	222		150		21:15	73		83	
9:30	158		141		21:30	73		69	
9:45	136	718	137	601	21:45	61	280	69	295
10:00	140		98		22:00	56		51	
10:15	121		128		22:15	43		65	
10:30	133		117		22:30	42		42	
10:45	165	559	137	480	22:45	52	193	43	201
11:00	151		129		23:00	39		41	
11:15	147		136		23:15	34		27	
11:30	154		128		23:30	26		13	
11:45	164	616	153	546	23:45	17	116	25	106

**Total Vol.** 4592 3867 **8459** 7080 10199 **17279**

Daily Totals		
EB	WB	Combined
11672	14066	<b>25738</b>

Split %	AM			PM		
	54.3%	45.7%	<b>32.9%</b>	41.0%	59.0%	<b>67.1%</b>
<b>Peak Hour</b>	8:00	8:00	<b>8:00</b>	17:00	16:00	<b>16:45</b>
<b>Volume</b>	993	1031	<b>2024</b>	1209	1761	<b>2936</b>
<b>P.H.F.</b>	0.87	0.87	<b>0.95</b>	0.89	0.95	<b>0.91</b>

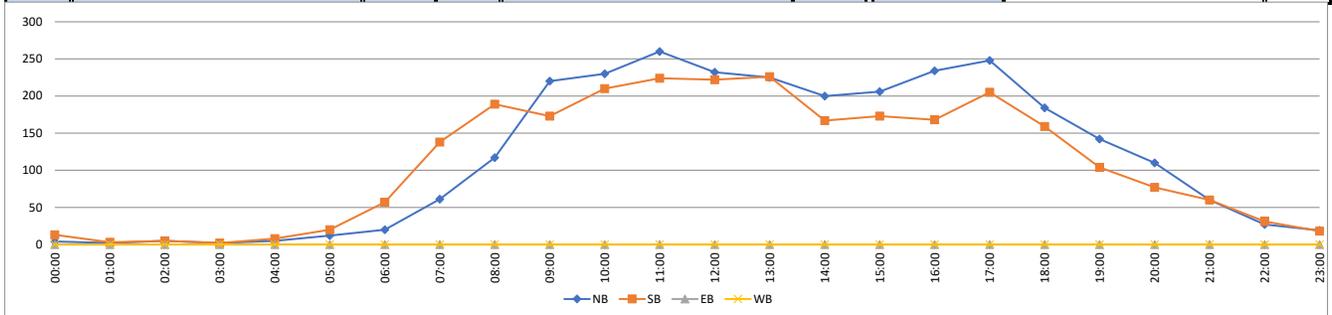
### VOLUME

#### El Camino Real Bet 1st St & Main St

Day: Wednesday  
Date: 4/10/2024

City: Tustin  
Project #: CA24\_010052\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						2,825	2,652	0	0	5,477							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	3	9			12	12:00	58	56			114	00:00	01:00	4	13		17
0:15	1	2			3	12:15	70	52			122	01:00	02:00	2	3		5
0:30	0	1			1	12:30	47	65			112	02:00	03:00	5	5		10
0:45	0	1			1	12:45	57	49			106	03:00	04:00	2	2		4
1:00	0	3			3	13:00	47	64			111	04:00	05:00	5	8		13
1:15	0	0			0	13:15	66	72			138	05:00	06:00	12	20		32
1:30	1	0			1	13:30	41	38			79	06:00	07:00	20	57		77
1:45	1	0			1	13:45	71	52			123	07:00	08:00	61	138		199
2:00	1	0			1	14:00	42	45			87	08:00	09:00	117	189		306
2:15	2	1			3	14:15	62	35			97	09:00	10:00	220	173		393
2:30	0	0			0	14:30	57	38			95	10:00	11:00	230	210		440
2:45	2	4			6	14:45	39	49			88	11:00	12:00	260	224		484
3:00	0	0			0	15:00	52	41			93	12:00	13:00	232	222		454
3:15	1	1			2	15:15	48	42			90	13:00	14:00	225	226		451
3:30	1	0			1	15:30	44	41			85	14:00	15:00	200	167		367
3:45	0	1			1	15:45	62	49			111	15:00	16:00	206	173		379
4:00	0	2			2	16:00	58	46			104	16:00	17:00	234	168		402
4:15	1	3			4	16:15	56	36			92	17:00	18:00	248	205		453
4:30	2	1			3	16:30	55	44			99	18:00	19:00	184	159		343
4:45	2	2			4	16:45	65	42			107	19:00	20:00	142	104		246
5:00	1	3			4	17:00	61	60			121	20:00	21:00	110	77		187
5:15	1	4			5	17:15	62	71			133	21:00	22:00	60	60		120
5:30	6	2			8	17:30	63	39			102	22:00	23:00	27	31		58
5:45	4	11			15	17:45	62	35			97	23:00	00:00	19	18		37
6:00	3	10			13	18:00	50	36			86	STATISTICS					
6:15	4	10			14	18:15	38	49			87		NB	SB	EB	WB	TOTAL
6:30	3	17			20	18:30	47	44			91	Peak Period	00:00 to 12:00				
6:45	10	20			30	18:45	49	30			79	Volume	938	1042			1980
7:00	9	19			28	19:00	41	34			75	Peak Hour	11:00 to 11:00				11:00
7:15	13	28			41	19:15	34	23			57	Peak Volume	260	224			484
7:30	22	48			70	19:30	36	22			58	Peak Hour Factor	0.844	0.862			0.852
7:45	17	43			60	19:45	31	25			56	Peak Period	12:00 to 00:00				
8:00	17	46			63	20:00	28	21			49	Volume	1887	1610			3497
8:15	29	42			71	20:15	37	28			65	Peak Hour	16:45 to 12:30				12:30
8:30	29	48			77	20:30	24	18			42	Peak Volume	251	250			467
8:45	42	53			95	20:45	21	10			31	Peak Hour Factor	0.965	0.868			0.846
9:00	62	34			96	21:00	18	22			40	Peak Period	07:00 to 09:00				
9:15	55	41			96	21:15	15	10			25	Volume	178	327			505
9:30	46	50			96	21:30	18	18			36	Peak Hour	8:00 to 8:00				8:00
9:45	57	48			105	21:45	9	10			19	Peak Volume	117	189			306
10:00	55	42			97	22:00	10	11			21	Peak Hour Factor	0.696	0.892			0.805
10:15	48	57			105	22:15	6	11			17	Peak Period	16:00 to 18:00				
10:30	58	56			114	22:30	3	4			7	Volume	482	373			855
10:45	69	55			124	22:45	8	5			13	Peak Hour	16:45 to 16:30				16:45
11:00	49	49			98	23:00	7	5			12	Peak Volume	251	217			463
11:15	64	55			119	23:15	5	3			8	Peak Hour Factor	0.965	0.764			0.870
11:30	70	55			125	23:30	5	5			10						
11:45	77	65			142	23:45	2	5			7						
<b>TOTALS</b>	<b>938</b>	<b>1042</b>	<b>0</b>	<b>0</b>	<b>1980</b>	<b>TOTALS</b>	<b>1887</b>	<b>1610</b>	<b>0</b>	<b>0</b>	<b>3497</b>						
<b>SPLIT %</b>	<b>47%</b>	<b>53%</b>	<b>0%</b>	<b>0%</b>	<b>36%</b>	<b>SPLIT %</b>	<b>54%</b>	<b>46%</b>	<b>0%</b>	<b>0%</b>	<b>64%</b>						



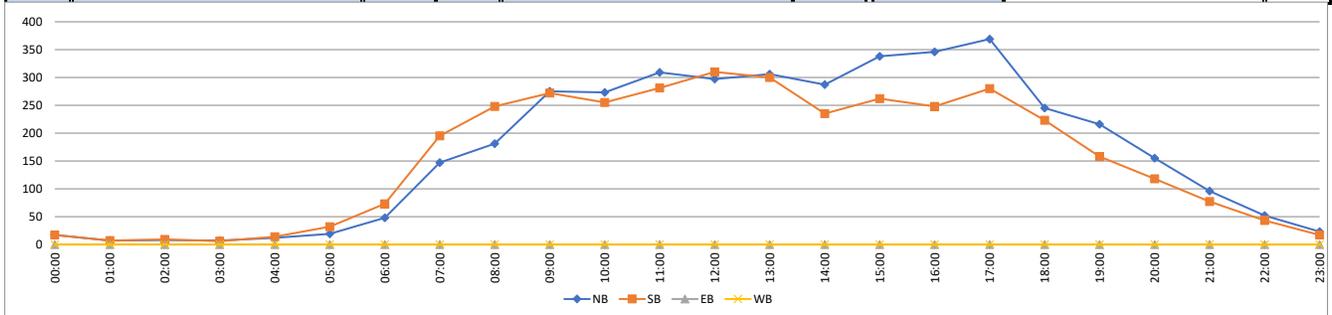
### VOLUME

#### El Camino Real Bet Main St & Newport Ave

Day: Wednesday  
Date: 4/10/2024

City: Tustin  
Project #: CA24\_010052\_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						4,033	3,680	0	0	7,713							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	5	7			12	12:00	64	83			147	00:00	17	17			34
0:15	5	6			11	12:15	84	77			161	01:00	7	7			14
0:30	3	3			6	12:30	75	82			157	02:00	8	9			17
0:45	4	1			5	12:45	74	68			142	03:00	7	6			13
1:00	1	4			5	13:00	76	85			161	04:00	12	14			26
1:15	1	1			2	13:15	88	86			174	05:00	19	32			51
1:30	4	1			5	13:30	64	66			130	06:00	48	73			121
1:45	1	1			2	13:45	78	63			141	07:00	147	195			342
2:00	2	2			4	14:00	63	75			138	08:00	181	248			429
2:15	2	1			3	14:15	82	50			132	09:00	275	272			547
2:30	1	2			3	14:30	76	47			123	10:00	273	255			528
2:45	3	4			7	14:45	66	63			129	11:00	309	281			590
3:00	2	1			3	15:00	89	63			152	12:00	297	310			607
3:15	2	2			4	15:15	74	63			137	13:00	306	300			606
3:30	1	2			3	15:30	80	71			151	14:00	287	235			522
3:45	2	1			3	15:45	95	65			160	15:00	338	262			600
4:00	1	4			5	16:00	88	63			151	16:00	346	248			594
4:15	3	6			9	16:15	71	55			126	17:00	369	280			649
4:30	5	1			6	16:30	87	68			155	18:00	245	223			468
4:45	3	3			6	16:45	100	62			162	19:00	216	158			374
5:00	3	6			9	17:00	91	80			171	20:00	155	118			273
5:15	1	7			8	17:15	103	81			184	21:00	96	77			173
5:30	8	7			15	17:30	94	61			155	22:00	52	43			95
5:45	7	12			19	17:45	81	58			139	23:00	23	17			40
6:00	7	17			24	18:00	67	57			124	STATISTICS					
6:15	14	13			27	18:15	59	59			118		NB	SB	EB	WB	TOTAL
6:30	11	18			29	18:30	54	52			106	Peak Period	00:00 to 12:00				
6:45	16	25			41	18:45	65	55			120	Volume	1303	1409			2712
7:00	19	29			48	19:00	61	50			111	Peak Hour	11:00 to 11:00				11:00
7:15	31	35			66	19:15	61	36			97	Peak Volume	309	281			590
7:30	46	64			110	19:30	51	29			80	Peak Hour Factor	0.878	0.912			0.910
7:45	51	67			118	19:45	43	43			86	Peak Period	12:00 to 00:00				
8:00	33	66			99	20:00	42	31			73	Volume	2730	2271			5001
8:15	45	57			102	20:15	44	39			83	Peak Hour	16:45 to 12:30				16:30
8:30	44	52			96	20:30	34	28			62	Peak Volume	388	321			672
8:45	59	73			132	20:45	35	20			55	Peak Hour Factor	0.942	0.933			0.913
9:00	70	53			123	21:00	32	29			61	Peak Period	07:00 to 09:00				
9:15	73	83			156	21:15	25	12			37	Volume	328	443			771
9:30	63	64			127	21:30	24	21			45	Peak Hour	8:00 to 7:30				7:30
9:45	69	72			141	21:45	15	15			30	Peak Volume	181	254			429
10:00	63	59			122	22:00	16	10			26	Peak Hour Factor	0.767	0.948			0.909
10:15	62	62			124	22:15	11	15			26	Peak Period	16:00 to 18:00				
10:30	78	70			148	22:30	13	11			24	Volume	715	528			1243
10:45	70	64			134	22:45	12	7			19	Peak Hour	16:45 to 16:30				16:30
11:00	55	58			113	23:00	10	6			16	Peak Volume	388	291			672
11:15	81	73			154	23:15	4	3			7	Peak Hour Factor	0.942	0.898			0.913
11:30	85	77			162	23:30	6	5			11						
11:45	88	73			161	23:45	3	3			6						
<b>TOTALS</b>	<b>1303</b>	<b>1409</b>	<b>0</b>	<b>0</b>	<b>2712</b>	<b>TOTALS</b>	<b>2730</b>	<b>2271</b>	<b>0</b>	<b>0</b>	<b>5001</b>						
<b>SPLIT %</b>	<b>48%</b>	<b>52%</b>	<b>0%</b>	<b>0%</b>	<b>35%</b>	<b>SPLIT %</b>	<b>55%</b>	<b>45%</b>	<b>0%</b>	<b>0%</b>	<b>65%</b>						



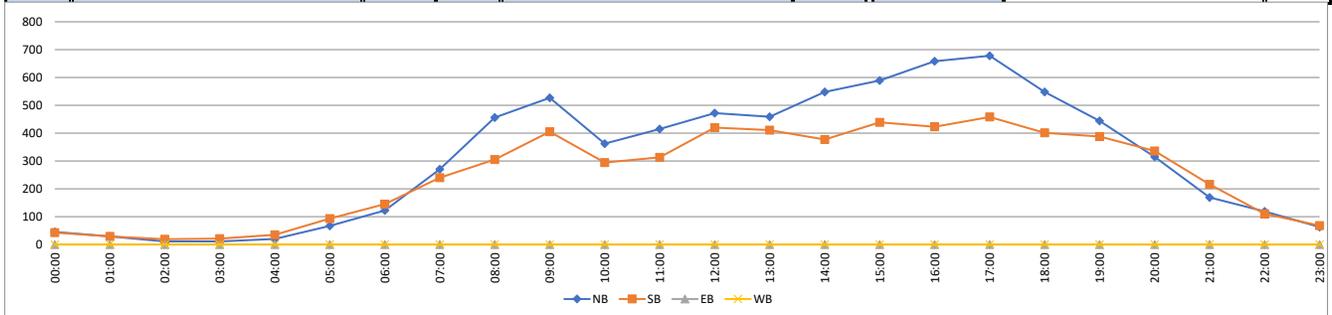
### VOLUME

## El Camino Real Bet Newport Ave & Red Hill Ave

Day: Wednesday  
Date: 4/10/2024

City: Tustin  
Project #: CA24\_010052\_003

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS							
						7,397	5,989	0	0	13,386								
15-Minutes Interval											Hourly Intervals							
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00	13	13			26	12:00	132	121			253	00:00	01:00	45	43		88	
0:15	14	14			28	12:15	113	95			208	01:00	02:00	29	29		58	
0:30	8	7			15	12:30	115	104			219	02:00	03:00	11	19		30	
0:45	10	9			19	12:45	112	100			212	03:00	04:00	11	21		32	
1:00	5	6			11	13:00	106	108			214	04:00	05:00	20	35		55	
1:15	7	9			16	13:15	108	92			200	05:00	06:00	67	93		160	
1:30	10	11			21	13:30	127	112			239	06:00	07:00	122	145		267	
1:45	7	3			10	13:45	118	99			217	07:00	08:00	270	240		510	
2:00	3	4			7	14:00	103	97			200	08:00	09:00	456	305		761	
2:15	2	3			5	14:15	128	105			233	09:00	10:00	527	405		932	
2:30	2	5			7	14:30	141	83			224	10:00	11:00	362	294		656	
2:45	4	7			11	14:45	176	92			268	11:00	12:00	415	313		728	
3:00	1	7			8	15:00	145	113			258	12:00	13:00	472	420		892	
3:15	3	3			6	15:15	133	79			212	13:00	14:00	459	411		870	
3:30	3	5			8	15:30	149	127			276	14:00	15:00	548	377		925	
3:45	4	6			10	15:45	162	120			282	15:00	16:00	589	439		1028	
4:00	3	4			7	16:00	144	110			254	16:00	17:00	658	423		1081	
4:15	2	7			9	16:15	149	106			255	17:00	18:00	678	458		1136	
4:30	6	8			14	16:30	165	93			258	18:00	19:00	548	401		949	
4:45	9	16			25	16:45	200	114			314	19:00	20:00	444	388		832	
5:00	7	15			22	17:00	179	125			304	20:00	21:00	315	336		651	
5:15	12	24			36	17:15	164	126			290	21:00	22:00	169	216		385	
5:30	21	17			38	17:30	173	93			266	22:00	23:00	119	110		229	
5:45	27	37			64	17:45	162	114			276	23:00	00:00	63	68		131	
6:00	25	38			63	18:00	154	115			269	STATISTICS						
6:15	22	32			54	18:15	154	105			259							NB
6:30	26	36			62	18:30	120	96			216	Peak Period	00:00	to	12:00			
6:45	49	39			88	18:45	120	85			205	Volume	2335	1942			4277	
7:00	51	42			93	19:00	121	91			212	Peak Hour	8:45	8:45			8:45	
7:15	53	60			113	19:15	135	103			238	Peak Volume	574	409			983	
7:30	76	69			145	19:30	99	98			197	Peak Hour Factor	0.938	0.921			0.942	
7:45	90	69			159	19:45	89	96			185	Peak Period	12:00	to	00:00			
8:00	95	63			158	20:00	104	95			199	Volume	5062	4047			9109	
8:15	90	75			165	20:15	67	80			147	Peak Hour	16:45	15:30			16:45	
8:30	118	76			194	20:30	78	111			189	Peak Volume	716	463			1174	
8:45	153	91			244	20:45	66	50			116	Peak Hour Factor	0.895	0.911			0.935	
9:00	130	102			232	21:00	52	69			121	Peak Period	07:00	to	09:00			
9:15	141	105			246	21:15	49	70			119	Volume	726	545			1271	
9:30	150	111			261	21:30	39	41			80	Peak Hour	8:00	8:00			8:00	
9:45	106	87			193	21:45	29	36			65	Peak Volume	456	305			761	
10:00	86	79			165	22:00	43	39			82	Peak Hour Factor	0.745	0.838			0.780	
10:15	88	82			170	22:15	31	33			64	Peak Period	16:00	to	18:00			
10:30	79	54			133	22:30	29	19			48	Volume	1336	881			2217	
10:45	109	79			188	22:45	16	19			35	Peak Hour	16:45	16:30			16:45	
11:00	92	84			176	23:00	15	25			40	Peak Volume	716	458			1174	
11:15	98	59			157	23:15	17	14			31	Peak Hour Factor	0.895	0.909			0.935	
11:30	100	80			180	23:30	15	16			31							
11:45	125	90			215	23:45	16	13			29							
<b>TOTALS</b>	<b>2335</b>	<b>1942</b>	<b>0</b>	<b>0</b>	<b>4277</b>	<b>TOTALS</b>	<b>5062</b>	<b>4047</b>	<b>0</b>	<b>0</b>	<b>9109</b>							
<b>SPLIT %</b>	<b>55%</b>	<b>45%</b>	<b>0%</b>	<b>0%</b>	<b>32%</b>	<b>SPLIT %</b>	<b>56%</b>	<b>44%</b>	<b>0%</b>	<b>0%</b>	<b>68%</b>							



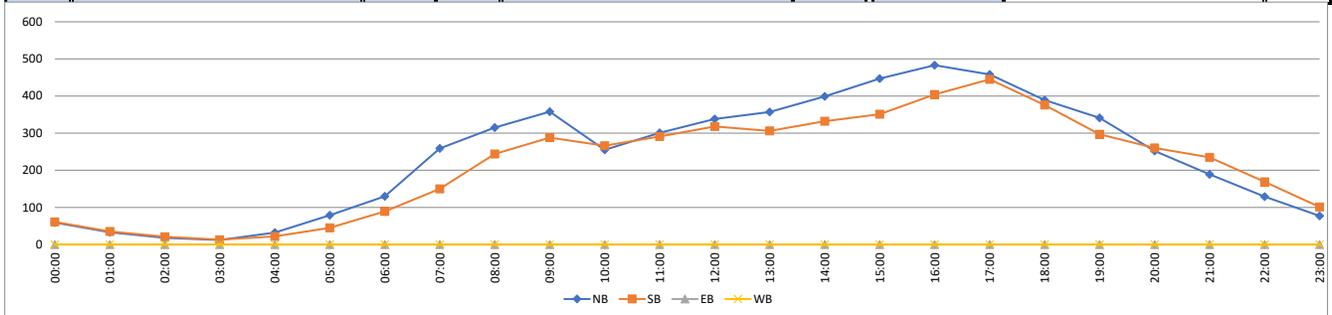
### VOLUME

### El Camino Real Bet Red Hill Ave & Browning Ave

Day: Wednesday  
Date: 4/10/2024

City: Tustin  
Project #: CA24\_010052\_004

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS							
					5,710	5,119	0	0	10,829								
15-Minutes Interval										Hourly Intervals							
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	20	17			37	12:00	83	98			181	00:00	01:00	59	61		120
0:15	13	16			29	12:15	75	57			132	01:00	02:00	33	35		68
0:30	16	14			30	12:30	87	86			173	02:00	03:00	18	21		39
0:45	10	14			24	12:45	93	77			170	03:00	04:00	12	13		25
1:00	10	12			22	13:00	83	85			168	04:00	05:00	32	22		54
1:15	5	9			14	13:15	96	65			161	05:00	06:00	79	45		124
1:30	12	10			22	13:30	88	87			175	06:00	07:00	130	89		219
1:45	6	4			10	13:45	90	69			159	07:00	08:00	259	150		409
2:00	4	8			12	14:00	76	74			150	08:00	09:00	315	244		559
2:15	7	3			10	14:15	99	83			182	09:00	10:00	358	288		646
2:30	3	4			7	14:30	97	87			184	10:00	11:00	255	266		521
2:45	4	6			10	14:45	127	88			215	11:00	12:00	301	291		592
3:00	3	5			8	15:00	121	90			211	12:00	13:00	338	318		656
3:15	3	2			5	15:15	117	61			178	13:00	14:00	357	306		663
3:30	2	0			2	15:30	104	101			205	14:00	15:00	399	332		731
3:45	4	6			10	15:45	105	99			204	15:00	16:00	447	351		798
4:00	5	6			11	16:00	110	114			224	16:00	17:00	483	404		887
4:15	6	5			11	16:15	112	101			213	17:00	18:00	458	445		903
4:30	10	5			15	16:30	128	92			220	18:00	19:00	389	376		765
4:45	11	6			17	16:45	133	97			230	19:00	20:00	341	297		638
5:00	12	7			19	17:00	119	108			227	20:00	21:00	252	260		512
5:15	22	5			27	17:15	100	118			218	21:00	22:00	189	235		424
5:30	24	11			35	17:30	135	107			242	22:00	23:00	129	169		298
5:45	21	22			43	17:45	104	112			216	23:00	00:00	77	101		178
6:00	28	22			50	18:00	94	87			181	STATISTICS					
6:15	27	16			43	18:15	115	106			221		NB	SB	EB	WB	TOTAL
6:30	38	23			61	18:30	90	89			179	Peak Period	00:00	to	12:00		
6:45	37	28			65	18:45	90	94			184	Volume	1851	1525			3376
7:00	55	23			78	19:00	96	79			175	Peak Hour	8:30	8:45			8:45
7:15	46	37			83	19:15	98	78			176	Peak Volume	392	299			682
7:30	71	44			115	19:30	74	62			136	Peak Hour Factor	0.797	0.869			0.816
7:45	87	46			133	19:45	73	78			151	Peak Period	12:00	to	00:00		
8:00	64	51			115	20:00	75	67			142	Volume	3859	3594			7453
8:15	75	51			126	20:15	60	62			122	Peak Hour	16:15	17:00			16:45
8:30	88	61			149	20:30	57	67			124	Peak Volume	492	445			917
8:45	88	81			169	20:45	60	64			124	Peak Hour Factor	0.925	0.943			0.947
9:00	123	86			209	21:00	64	65			129	Peak Period	07:00	to	09:00		
9:15	93	59			152	21:15	42	66			108	Volume	574	394			968
9:30	79	73			152	21:30	47	53			100	Peak Hour	8:00	8:00			8:00
9:45	63	70			133	21:45	36	51			87	Peak Volume	315	244			559
10:00	48	73			121	22:00	46	54			100	Peak Hour Factor	0.895	0.753			0.827
10:15	69	77			146	22:15	31	39			70	Peak Period	16:00	to	18:00		
10:30	68	49			117	22:30	27	41			68	Volume	941	849			1790
10:45	70	67			137	22:45	25	35			60	Peak Hour	16:15	17:00			16:45
11:00	67	78			145	23:00	19	22			41	Peak Volume	492	445			917
11:15	71	66			137	23:15	15	38			53	Peak Hour Factor	0.925	0.943			0.947
11:30	71	71			142	23:30	27	22			49						
11:45	92	76			168	23:45	16	19			35						
<b>TOTALS</b>	<b>1851</b>	<b>1525</b>	<b>0</b>	<b>0</b>	<b>3376</b>	<b>TOTALS</b>	<b>3859</b>	<b>3594</b>	<b>0</b>	<b>0</b>	<b>7453</b>						
<b>SPLIT %</b>	<b>55%</b>	<b>45%</b>	<b>0%</b>	<b>0%</b>	<b>31%</b>	<b>SPLIT %</b>	<b>52%</b>	<b>48%</b>	<b>0%</b>	<b>0%</b>	<b>69%</b>						



### VOLUME

## El Camino Real Bet Browning Ave & Tustin Ranch Rd

Day: Thursday  
Date: 4/18/2024

City: Tustin  
Project #: CA24\_010052\_005

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS							
					0	0	3,784	3,937	7,721								
15-Minutes Interval										Hourly Intervals							
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			9	3	12	12:00			56	49	105	00:00	01:00		24	14	38
0:15			6	3	9	12:15			64	61	125	01:00	02:00		15	9	24
0:30			5	3	8	12:30			47	63	110	02:00	03:00		14	11	25
0:45			4	5	9	12:45			64	56	120	03:00	04:00		8	9	17
1:00			3	1	4	13:00			69	62	131	04:00	05:00		22	12	34
1:15			9	3	12	13:15			50	60	110	05:00	06:00		49	17	66
1:30			1	2	3	13:30			58	52	110	06:00	07:00		96	60	156
1:45			2	3	5	13:45			66	64	130	07:00	08:00		221	139	360
2:00			2	2	4	14:00			53	77	130	08:00	09:00		285	159	444
2:15			3	2	5	14:15			49	87	136	09:00	10:00		175	125	300
2:30			4	5	9	14:30			68	76	144	10:00	11:00		203	157	360
2:45			5	2	7	14:45			67	80	147	11:00	12:00		184	175	359
3:00			1	2	3	15:00			63	104	167	12:00	13:00		231	229	460
3:15			1	2	3	15:15			76	90	166	13:00	14:00		243	238	481
3:30			2	1	3	15:30			59	99	158	14:00	15:00		237	320	557
3:45			4	4	8	15:45			80	104	184	15:00	16:00		278	397	675
4:00			1	1	2	16:00			65	107	172	16:00	17:00		286	408	694
4:15			4	3	7	16:15			64	100	164	17:00	18:00		314	442	756
4:30			6	2	8	16:30			65	98	163	18:00	19:00		282	322	604
4:45			11	6	17	16:45			92	103	195	19:00	20:00		210	202	412
5:00			3	3	6	17:00			75	107	182	20:00	21:00		170	203	373
5:15			9	4	13	17:15			85	99	184	21:00	22:00		116	111	227
5:30			16	6	22	17:30			88	109	197	22:00	23:00		83	132	215
5:45			21	4	25	17:45			66	127	193	23:00	00:00		38	46	84
6:00			18	14	32	18:00			73	98	171	STATISTICS					
6:15			18	12	30	18:15			68	79	147		NB	SB	EB	WB	TOTAL
6:30			21	16	37	18:30			71	70	141	Peak Period	00:00 to 12:00				
6:45			39	18	57	18:45			70	75	145	Volume			1296	887	2183
7:00			47	31	78	19:00			58	59	117	Peak Hour	7:30 to 7:30				
7:15			41	25	66	19:15			56	46	102	Peak Volume			308	178	486
7:30			67	39	106	19:30			51	53	104	Peak Hour Factor			0.802	0.840	0.815
7:45			66	44	110	19:45			45	44	89	Peak Period	12:00 to 00:00				
8:00			96	53	149	20:00			48	53	101	Volume			2488	3050	5538
8:15			79	42	121	20:15			46	53	99	Peak Hour	16:45 to 17:00				16:45
8:30			53	30	83	20:30			42	55	97	Peak Volume			340	442	758
8:45			57	34	91	20:45			34	42	76	Peak Hour Factor			0.924	0.870	0.962
9:00			42	31	73	21:00			29	31	60	Peak Period	07:00 to 09:00				
9:15			55	23	78	21:15			36	29	65	Volume			506	298	804
9:30			41	30	71	21:30			31	30	61	Peak Hour	7:30 to 7:30				7:30
9:45			37	41	78	21:45			20	21	41	Peak Volume			308	178	486
10:00			46	32	78	22:00			25	24	49	Peak Hour Factor			0.802	0.840	0.815
10:15			56	44	100	22:15			20	19	39	Peak Period	16:00 to 18:00				
10:30			42	40	82	22:30			21	32	53	Volume			600	850	1450
10:45			59	41	100	22:45			17	57	74	Peak Hour	16:45 to 17:00				16:45
11:00			42	41	83	23:00			7	21	28	Peak Volume			340	442	758
11:15			43	46	89	23:15			15	10	25	Peak Hour Factor			0.924	0.870	0.962
11:30			40	44	84	23:30			10	5	15						
11:45			59	44	103	23:45			6	10	16						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1296</b>	<b>887</b>	<b>2183</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>2488</b>	<b>3050</b>	<b>5538</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>59%</b>	<b>41%</b>	<b>28%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>45%</b>	<b>55%</b>	<b>72%</b>						



**ADT23 El Camino Real between Tustin Ranch Rd and Myford Rd**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	3		15		12:00	208		176	
0:15	4		7		12:15	182		159	
0:30	3		1		12:30	167		184	
0:45	3	13	2	25	12:45	171	728	183	702
1:00	0		3		13:00	178		188	
1:15	3		5		13:15	172		181	
1:30	1		2		13:30	176		195	
1:45	1	5	2	12	13:45	177	703	170	734
2:00	1		2		14:00	145		176	
2:15	3		4		14:15	123		201	
2:30	1		2		14:30	164		169	
2:45	0	5	2	10	14:45	149	581	215	761
3:00	3		1		15:00	140		203	
3:15	2		1		15:15	175		201	
3:30	5		1		15:30	159		217	
3:45	13	23	1	4	15:45	161	635	216	837
4:00	9		5		16:00	188		221	
4:15	15		5		16:15	161		178	
4:30	12		10		16:30	144		234	
4:45	30	66	5	25	16:45	185	678	201	834
5:00	15		5		17:00	166		259	
5:15	21		10		17:15	199		198	
5:30	45		30		17:30	179		223	
5:45	60	141	31	76	17:45	193	737	259	939
6:00	55		43		18:00	156		259	
6:15	56		53		18:15	191		221	
6:30	56		62		18:30	169		245	
6:45	86	253	46	204	18:45	173	689	227	952
7:00	66		59		19:00	174		204	
7:15	71		66		19:15	173		197	
7:30	80		91		19:30	126		179	
7:45	91	308	80	296	19:45	119	592	159	739
8:00	129		87		20:00	105		145	
8:15	132		122		20:15	87		153	
8:30	119		114		20:30	71		139	
8:45	124	504	106	429	20:45	80	343	133	570
9:00	155		109		21:00	59		126	
9:15	144		130		21:15	51		96	
9:30	151		110		21:30	36		101	
9:45	143	593	111	460	21:45	22	168	67	390
10:00	162		119		22:00	31		67	
10:15	160		138		22:15	15		46	
10:30	159		135		22:30	8		32	
10:45	183	664	158	550	22:45	16	70	36	181
11:00	146		146		23:00	7		45	
11:15	165		165		23:15	18		14	
11:30	189		184		23:30	7		18	
11:45	180	680	143	638	23:45	5	37	16	93

**Total Vol.** 3255 2729 **5984** 5961 7732 **13693**

**Daily Totals**  
EB WB **Combined**  
9216 10461 **19677**

	AM			PM		
<b>Split %</b>	54.4%	45.6%	<b>30.4%</b>	43.5%	56.5%	<b>69.6%</b>
<b>Peak Hour</b>	11:30	11:15	<b>11:30</b>	17:00	17:45	<b>17:45</b>
<b>Volume</b>	759	668	<b>1421</b>	737	984	<b>1693</b>
<b>P.H.F.</b>	0.91	0.91	<b>0.93</b>	0.93	0.95	<b>0.94</b>

ADT24 EI Camino Real between East Dr and Jamboree Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB	
0:00	19		20		12:00	239		270	
0:15	30		15		12:15	253		275	
0:30	16		14		12:30	265		276	
0:45	12	77	7	56	12:45	238	995	270	1091
1:00	9		3		13:00	283		258	
1:15	3		4		13:15	240		249	
1:30	3		1		13:30	253		242	
1:45	0	15	3	11	13:45	206	982	234	983
2:00	9		2		14:00	219		251	
2:15	3		3		14:15	202		212	
2:30	1		1		14:30	233		228	
2:45	3	16	3	9	14:45	180	834	240	931
3:00	3		1		15:00	191		238	
3:15	4		0		15:15	169		235	
3:30	0		1		15:30	227		281	
3:45	3	10	7	9	15:45	180	767	279	1033
4:00	4		8		16:00	179		247	
4:15	3		4		16:15	197		233	
4:30	3		5		16:30	204		253	
4:45	5	15	17	34	16:45	195	775	286	1019
5:00	5		8		17:00	208		305	
5:15	10		18		17:15	200		280	
5:30	7		24		17:30	202		276	
5:45	22	44	49	99	17:45	191	801	273	1134
6:00	25		42		18:00	231		286	
6:15	34		56		18:15	222		319	
6:30	56		48		18:30	225		287	
6:45	57	172	63	209	18:45	216	894	238	1130
7:00	73		68		19:00	206		278	
7:15	90		80		19:15	209		239	
7:30	89		78		19:30	235		211	
7:45	96	348	96	322	19:45	215	865	202	930
8:00	148		98		20:00	197		170	
8:15	142		124		20:15	198		160	
8:30	110		123		20:30	185		112	
8:45	127	527	105	450	20:45	160	740	88	530
9:00	146		145		21:00	135		72	
9:15	141		142		21:15	119		89	
9:30	118		175		21:30	107		72	
9:45	127	532	179	641	21:45	76	437	57	290
10:00	116		196		22:00	75		45	
10:15	139		161		22:15	49		44	
10:30	154		225		22:30	52		44	
10:45	187	596	239	821	22:45	38	214	30	163
11:00	156		250		23:00	36		48	
11:15	184		177		23:15	41		25	
11:30	216		204		23:30	23		28	
11:45	222	778	290	921	23:45	29	129	28	129

**Total Vol.** 3130 3582 **6712** 8433 9363 **17796**

**Daily Totals**  
EB WB **Combined**  
11563 12945 **24508**

	AM			PM		
<b>Split %</b>	46.6%	53.4%	<b>27.4%</b>	47.4%	52.6%	<b>72.6%</b>
<b>Peak Hour</b>	11:45	11:45	<b>11:45</b>	12:15	17:45	<b>12:15</b>
<b>Volume</b>	979	1111	<b>2090</b>	1039	1165	<b>2118</b>
<b>P.H.F.</b>	0.92	0.96	<b>0.97</b>	0.92	0.91	<b>0.98</b>

### VOLUME

1st St Bet Tustin Ave & Yorba St/Pacific St

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_012

DAILY TOTALS					NB	SB						Total	
					0	0						15,394	
					7,080							8,314	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00			11	16	27		12:00			111	130	241	
0:15			13	8	21		12:15			121	123	244	
0:30			8	11	19		12:30			109	108	217	
0:45			5	37	4	39	12:45			105	446	124	485
1:00			2	6	8	76	13:00			128	127	255	
1:15			5	4	9		13:15			117	149	266	
1:30			4	4	8		13:30			110	135	245	
1:45			3	14	6	20	13:45			106	461	159	570
2:00			1	3	4		14:00			101	142	243	
2:15			4	4	8		14:15			108	139	247	
2:30			5	4	9		14:30			118	158	276	
2:45			3	13	5	16	14:45			119	446	168	607
3:00			1	9	10		15:00			133	184	317	
3:15			1	5	6		15:15			146	165	311	
3:30			11	2	13		15:30			110	177	287	
3:45			4	17	3	19	15:45			119	508	212	738
4:00			6	3	9	36	16:00			144	195	339	
4:15			12	8	20		16:15			142	228	370	
4:30			13	17	30		16:30			167	189	356	
4:45			18	49	13	41	16:45			156	609	183	795
5:00			14	14	28		17:00			147	158	305	
5:15			21	16	37		17:15			130	232	362	
5:30			17	25	42		17:30			150	196	346	
5:45			44	96	29	84	17:45			114	541	176	762
6:00			33	30	63		18:00			109	162	271	
6:15			46	36	82		18:15			115	153	268	
6:30			48	42	90		18:30			88	147	235	
6:45			60	187	76	184	18:45			116	428	114	576
7:00			88	68	156		19:00			79	112	191	
7:15			89	85	174		19:15			94	118	212	
7:30			164	109	273		19:30			75	105	180	
7:45			205	546	145	407	19:45			70	318	86	421
8:00			196	158	354	953	20:00			69	88	157	
8:15			125	138	263		20:15			51	94	145	
8:30			122	132	254		20:30			57	83	140	
8:45			143	586	124	552	20:45			59	236	73	338
9:00			122	111	233		21:00			46	72	118	
9:15			97	91	188		21:15			30	39	69	
9:30			102	109	211		21:30			39	51	90	
9:45			85	406	111	422	21:45			33	148	47	209
10:00			89	86	175		22:00			15	32	47	
10:15			93	99	192		22:15			30	33	63	
10:30			82	102	184		22:30			29	34	63	
10:45			112	376	104	391	22:45			24	98	25	124
11:00			94	87	181		23:00			24	21	45	
11:15			100	101	201		23:15			17	18	35	
11:30			132	133	265		23:30			18	17	35	
11:45			105	431	121	442	23:45			24	83	16	72
TOTALS			2758	2617	5375		TOTALS			4322	5697	10019	
SPLIT %			51.3%	48.7%	34.9%		SPLIT %			43.1%	56.9%	65.1%	

DAILY TOTALS					NB	SB						Total
					0	0						15,394
					7,080							8,314

AM Peak Hour			7:30	7:45	7:30	PM Peak Hour			16:15	15:45	16:00
AM Pk Volume			690	573	1240	PM Pk Volume			612	824	1404
Pk Hr Factor			0.841	0.907	0.876	Pk Hr Factor			0.916	0.904	0.949
7 - 9 Volume	0	0	1132	959	2091	4 - 6 Volume	0	0	1150	1557	2707
7 - 9 Peak Hour			7:30	7:45	7:30	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	690	573	1240	4 - 6 Pk Volume	0	0	612	795	1404
Pk Hr Factor	0.000	0.000	0.841	0.907	0.876	Pk Hr Factor	0.000	0.000	0.916	0.872	0.949

### VOLUME

1st St Bet Prospect Ave & Newport Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_014

DAILY TOTALS					NB	SB						Total	
					0	0						13,755	
							7,219			6,536			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00			8	11	19		12:00			142	103	245	
0:15			8	3	11		12:15			139	119	258	
0:30			3	2	5		12:30			146	130	276	
0:45			9	28	5	21	12:45			141	568	135	487
1:00			4	1	5		13:00			164	117	281	
1:15			3	1	4		13:15			153	118	271	
1:30			6	2	8		13:30			136	136	272	
1:45			4	17	4	8	13:45			127	580	128	499
2:00			2	1	3		14:00			140	109	249	
2:15			2	2	4		14:15			130	92	222	
2:30			2	1	3		14:30			130	142	272	
2:45			4	10	3	7	14:45			149	549	150	493
3:00			0	5	5		15:00			147	148	295	
3:15			2	2	4		15:15			131	121	252	
3:30			6	0	6		15:30			121	133	254	
3:45			1	9	5	12	15:45			126	525	141	543
4:00			6	0	6		16:00			145	160	305	
4:15			8	1	9		16:15			183	177	360	
4:30			10	4	14		16:30			154	145	299	
4:45			9	33	12	17	16:45			171	653	152	634
5:00			12	6	18		17:00			159	141	300	
5:15			13	3	16		17:15			151	155	306	
5:30			21	15	36		17:30			136	148	284	
5:45			39	85	30	54	17:45			130	576	154	598
6:00			26	18	44		18:00			119	135	254	
6:15			27	16	43		18:15			119	110	229	
6:30			36	26	62		18:30			87	118	205	
6:45			65	154	40	100	18:45			109	434	90	453
7:00			76	58	134		19:00			95	120	215	
7:15			81	50	131		19:15			87	97	184	
7:30			88	65	153		19:30			77	80	157	
7:45			142	387	74	247	19:45			75	334	74	371
8:00			150	81	231		20:00			67	74	141	
8:15			94	100	194		20:15			67	68	135	
8:30			108	92	200		20:30			58	60	118	
8:45			118	470	96	369	20:45			30	222	53	255
9:00			118	93	211		21:00			39	45	84	
9:15			102	91	193		21:15			30	35	65	
9:30			91	89	180		21:30			42	26	68	
9:45			121	432	87	360	21:45			25	136	28	134
10:00			99	89	188		22:00			21	30	51	
10:15			97	74	171		22:15			20	16	36	
10:30			103	92	195		22:30			17	34	51	
10:45			115	414	95	350	22:45			14	72	9	89
11:00			125	91	216		23:00			17	12	29	
11:15			126	91	217		23:15			9	9	18	
11:30			114	106	220		23:30			8	5	13	
11:45			122	487	111	399	23:45			10	44	10	36
<b>TOTALS</b>			2526	1944	4470		<b>TOTALS</b>			4693	4592	9285	
<b>SPLIT %</b>			56.5%	43.5%	32.5%		<b>SPLIT %</b>			50.5%	49.5%	67.5%	

DAILY TOTALS					NB	SB						Total
					0	0						13,755
							7,219			6,536		
AM Peak Hour			11:45	11:45	11:45		PM Peak Hour			16:15	16:00	16:00
AM Pk Volume			549	463	1012		PM Pk Volume			667	634	1287
Pk Hr Factor			0.940	0.890	0.917		Pk Hr Factor			0.911	0.895	0.894
7 - 9 Volume	0	0	857	616	1473		4 - 6 Volume	0	0	1229	1232	2461
7 - 9 Peak Hour			7:45	8:00	7:45		4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	494	369	841		4 - 6 Pk Volume	0	0	667	634	1287
Pk Hr Factor	0.000	0.000	0.823	0.923	0.910		Pk Hr Factor	0.000	0.000	0.911	0.895	0.894

### VOLUME

1st St Bet Newport Ave & Red Hill Ave

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_015

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,870	3,077	5,947		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			2	1	3	12:00			70	53	123
0:15			4	4	8	12:15			59	61	120
0:30			1	1	2	12:30			53	62	115
0:45			0	7	0	12:45		71	253	66	495
1:00			2	1	3	13:00			63	63	126
1:15			1	2	3	13:15			58	76	134
1:30			2	1	3	13:30			72	51	123
1:45			0	5	0	13:45		53	246	57	493
2:00			0	0	0	14:00			33	47	80
2:15			2	1	3	14:15			44	79	123
2:30			1	2	3	14:30			68	62	130
2:45			1	4	0	14:45		50	195	60	443
3:00			0	0	0	15:00			62	64	126
3:15			1	1	2	15:15			65	58	123
3:30			3	0	3	15:30			56	54	110
3:45			3	7	4	15:45		68	251	80	507
4:00			2	3	5	16:00			61	81	142
4:15			2	1	3	16:15			53	83	136
4:30			1	1	2	16:30			61	81	142
4:45			5	10	4	16:45		52	227	101	573
5:00			6	7	13	17:00			67	69	136
5:15			2	7	9	17:15			53	57	110
5:30			3	5	8	17:30			63	69	132
5:45			3	14	8	17:45		66	249	65	509
6:00			6	9	15	18:00			59	64	123
6:15			10	7	17	18:15			47	51	98
6:30			6	14	20	18:30			48	40	88
6:45			11	33	17	18:45		31	185	52	392
7:00			35	33	68	19:00			36	35	71
7:15			28	18	46	19:15			40	32	72
7:30			32	39	71	19:30			39	31	70
7:45			43	138	42	19:45		31	146	34	278
8:00			38	31	69	20:00			26	31	57
8:15			31	36	67	20:15			19	24	43
8:30			39	29	68	20:30			26	32	58
8:45			47	155	36	20:45		18	89	21	197
9:00			34	33	67	21:00			14	18	32
9:15			37	45	82	21:15			18	24	42
9:30			36	40	76	21:30			17	14	31
9:45			39	146	50	21:45		7	56	17	129
10:00			48	33	81	22:00			8	9	17
10:15			36	41	77	22:15			12	8	20
10:30			39	36	75	22:30			6	7	13
10:45			48	171	58	22:45		8	34	5	63
11:00			55	38	93	23:00			5	1	6
11:15			63	56	119	23:15			2	3	5
11:30			65	49	114	23:30			3	3	6
11:45			51	234	74	23:45		5	15	4	26
<b>TOTALS</b>				924	918	<b>1842</b>	<b>TOTALS</b>		1946	2159	<b>4105</b>
<b>SPLIT %</b>				50.2%	49.8%	<b>31.0%</b>	<b>SPLIT %</b>		47.4%	52.6%	<b>69.0%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,870	3,077	5,947		
AM Peak Hour			11:15	11:45	11:45	PM Peak Hour			12:45	16:00	16:00
AM Pk Volume			249	250	483	PM Pk Volume			264	346	573
Pk Hr Factor			0.889	0.845	0.966	Pk Hr Factor			0.917	0.856	0.936
7 - 9 Volume	0	0	293	264	557	4 - 6 Volume	0	0	476	606	1082
7 - 9 Peak Hour			8:00	7:30	7:30	4 - 6 Peak Hour			17:00	16:00	16:00
7 - 9 Pk Volume	0	0	155	148	292	4 - 6 Pk Volume	0	0	249	346	573
Pk Hr Factor	0.000	0.000	0.824	0.881	0.859	Pk Hr Factor	0.000	0.000	0.929	0.856	0.936

### VOLUME

Franklin Ave Bet Michelle Dr & Chambers Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_016

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,211	1,430	0	0	2,641		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	2			2	12:00	21	30			51
0:15	1	0			1	12:15	36	37			73
0:30	0	1			1	12:30	19	29			48
0:45	3	4	1	4	4 8	12:45	33	109	21	117	54 226
1:00	0	0			0	13:00	28	30			58
1:15	0	1			1	13:15	27	26			53
1:30	1	1			2	13:30	34	28			62
1:45	0	1	0	2	0 3	13:45	28	117	25	109	53 226
2:00	4	1			5	14:00	16	28			44
2:15	0	1			1	14:15	20	33			53
2:30	2	1			3	14:30	21	24			45
2:45	1	7	0	3	1 10	14:45	26	83	21	106	47 189
3:00	0	0			0	15:00	24	30			54
3:15	1	1			2	15:15	26	18			44
3:30	0	4			4	15:30	33	27			60
3:45	0	1	1	6	1 7	15:45	31	114	33	108	64 222
4:00	1	1			2	16:00	36	28			64
4:15	0	3			3	16:15	27	25			52
4:30	1	1			2	16:30	26	41			67
4:45	3	5	5	10	8 15	16:45	21	110	36	130	57 240
5:00	6	4			10	17:00	30	34			64
5:15	3	4			7	17:15	21	31			52
5:30	2	2			4	17:30	24	23			47
5:45	7	18	9	19	16 37	17:45	14	89	17	105	31 194
6:00	7	4			11	18:00	20	24			44
6:15	5	11			16	18:15	12	10			22
6:30	7	19			26	18:30	7	13			20
6:45	6	25	16	50	22 75	18:45	4	43	12	59	16 102
7:00	13	15			28	19:00	6	9			15
7:15	12	11			23	19:15	8	8			16
7:30	11	20			31	19:30	6	6			12
7:45	16	52	23	69	39 121	19:45	5	25	3	26	8 51
8:00	22	27			49	20:00	10	15			25
8:15	17	25			42	20:15	2	4			6
8:30	27	35			62	20:30	3	8			11
8:45	27	93	21	108	48 201	20:45	5	20	6	33	11 53
9:00	26	28			54	21:00	5	3			8
9:15	22	22			44	21:15	3	3			6
9:30	27	36			63	21:30	4	4			8
9:45	26	101	28	114	54 215	21:45	4	16	5	15	9 31
10:00	15	15			30	22:00	2	5			7
10:15	23	27			50	22:15	1	7			8
10:30	18	26			44	22:30	0	2			2
10:45	24	80	28	96	52 176	22:45	2	5	13	27	15 32
11:00	19	19			38	23:00	3	1			4
11:15	27	24			51	23:15	0	3			3
11:30	19	27			46	23:30	1	1			2
11:45	24	89	37	107	61 196	23:45	0	4	2	7	2 11
<b>TOTALS</b>	<b>476</b>	<b>588</b>			<b>1064</b>	<b>TOTALS</b>	<b>735</b>	<b>842</b>			<b>1577</b>
<b>SPLIT %</b>	<b>44.7%</b>	<b>55.3%</b>			<b>40.3%</b>	<b>SPLIT %</b>	<b>46.6%</b>	<b>53.4%</b>			<b>59.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					1,211	1,430	0	0	2,641

AM Peak Hour	8:30	11:45			11:45	PM Peak Hour	15:30	16:30			15:45
AM Pk Volume	102	133			233	PM Pk Volume	127	142			247
Pk Hr Factor	0.944	0.899			0.798	Pk Hr Factor	0.882	0.866			0.922
7 - 9 Volume	145	177	0	0	322	4 - 6 Volume	199	235	0	0	434
7 - 9 Peak Hour	8:00	7:45			8:00	4 - 6 Peak Hour	16:00	16:30			16:00
7 - 9 Pk Volume	93	110	0	0	201	4 - 6 Pk Volume	110	142	0	0	240
Pk Hr Factor	0.861	0.786	0.000	0.000	0.810	Pk Hr Factor	0.764	0.866	0.000	0.000	0.896

### VOLUME

Franklin Ave Bet Walnut Ave & Dow Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_018

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,100	2,993	0	0	6,093		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	6	3			9	12:00	55	42			97
0:15	2	1			3	12:15	44	55			99
0:30	2	2			4	12:30	56	47			103
0:45	4	14	1	7	26	12:45	49	204	58	202	406
1:00	1	0			1	13:00	65	47			112
1:15	1	1			2	13:15	44	49			93
1:30	1	4			5	13:30	91	41			132
1:45	3	6	1	6	16	13:45	50	250	58	195	445
2:00	5	0			5	14:00	104	39			143
2:15	3	1			4	14:15	50	35			85
2:30	3	1			4	14:30	93	35			128
2:45	1	12	2	4	19	14:45	64	311	56	165	476
3:00	3	1			4	15:00	99	42			141
3:15	0	4			4	15:15	75	34			109
3:30	1	5			6	15:30	106	35			141
3:45	2	6	2	12	22	15:45	65	345	28	139	484
4:00	3	5			8	16:00	94	38			132
4:15	1	11			12	16:15	67	22			89
4:30	4	33			37	16:30	77	34			111
4:45	5	13	101	150	176	16:45	78	316	30	124	440
5:00	9	51			60	17:00	90	33			123
5:15	14	47			61	17:15	54	28			82
5:30	23	35			58	17:30	69	32			101
5:45	16	62	89	222	289	17:45	65	278	42	135	413
6:00	12	52			64	18:00	55	20			75
6:15	12	63			75	18:15	50	17			67
6:30	10	50			60	18:30	35	18			53
6:45	20	54	61	226	241	18:45	49	189	15	70	259
7:00	18	58			76	19:00	45	23			68
7:15	15	71			86	19:15	36	17			53
7:30	18	67			85	19:30	16	7			23
7:45	22	73	75	271	344	19:45	18	115	21	68	183
8:00	17	66			83	20:00	22	12			34
8:15	27	84			111	20:15	14	18			32
8:30	20	55			75	20:30	24	14			38
8:45	28	92	84	289	381	20:45	18	78	11	55	133
9:00	35	82			117	21:00	26	7			33
9:15	24	56			80	21:15	22	5			27
9:30	31	53			84	21:30	22	7			29
9:45	49	139	48	239	378	21:45	15	85	12	31	116
10:00	46	57			103	22:00	24	9			33
10:15	32	38			70	22:15	26	10			36
10:30	42	36			78	22:30	34	6			40
10:45	41	161	37	168	249	22:45	14	98	10	35	133
11:00	40	45			85	23:00	8	1			9
11:15	34	32			66	23:15	3	7			10
11:30	50	31			81	23:30	18	1			19
11:45	41	165	58	166	331	23:45	5	34	5	14	48
<b>TOTALS</b>	<b>797</b>	<b>1760</b>			<b>2557</b>	<b>TOTALS</b>	<b>2303</b>	<b>1233</b>			<b>3536</b>
<b>SPLIT %</b>	<b>31.2%</b>	<b>68.8%</b>			<b>42.0%</b>	<b>SPLIT %</b>	<b>65.1%</b>	<b>34.9%</b>			<b>58.0%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					3,100	2,993	0	0	6,093

AM Peak Hour	11:45	8:15			8:15	PM Peak Hour	15:00	12:15			14:45
AM Pk Volume	196	305			415	PM Pk Volume	345	207			511
Pk Hr Factor	0.875	0.908			0.887	Pk Hr Factor	0.814	0.892			0.906
7 - 9 Volume	165	560	0	0	725	4 - 6 Volume	594	259	0	0	853
7 - 9 Peak Hour	8:00	7:30			8:00	4 - 6 Peak Hour	16:00	17:00			16:00
7 - 9 Pk Volume	92	292	0	0	381	4 - 6 Pk Volume	316	135	0	0	440
Pk Hr Factor	0.821	0.869	0.000	0.000	0.850	Pk Hr Factor	0.840	0.804	0.000	0.000	0.833

### VOLUME

Heritage Way Bet Tustin Ranch Rd & Myford Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_019

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	928	1,056	1,984		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			8	16	24
0:15			3	0	3	12:15			15	21	36
0:30			1	1	2	12:30			13	11	24
0:45			1	5	6	12:45			10	46	56
1:00			0	0	0	13:00			12	17	29
1:15			2	0	2	13:15			9	15	24
1:30			0	1	1	13:30			11	11	22
1:45			0	2	2	13:45			13	45	58
2:00			0	0	0	14:00			13	21	34
2:15			0	0	0	14:15			15	12	27
2:30			0	0	0	14:30			17	26	43
2:45			0	0	0	14:45			15	60	75
3:00			0	1	1	15:00			19	26	45
3:15			0	0	0	15:15			14	23	37
3:30			1	0	1	15:30			13	28	41
3:45			0	1	1	15:45			16	62	78
4:00			2	0	2	16:00			21	20	41
4:15			1	1	2	16:15			17	23	40
4:30			1	4	5	16:30			21	24	45
4:45			1	5	6	16:45			19	78	97
5:00			0	2	2	17:00			14	12	26
5:15			1	2	3	17:15			21	20	41
5:30			1	3	4	17:30			10	32	42
5:45			3	5	8	17:45			19	64	83
6:00			1	2	3	18:00			19	21	40
6:15			4	6	10	18:15			21	20	41
6:30			5	4	9	18:30			21	18	39
6:45			11	21	32	18:45			14	75	89
7:00			19	11	30	19:00			20	21	41
7:15			17	25	42	19:15			15	15	30
7:30			19	20	39	19:30			8	16	24
7:45			30	85	115	19:45			13	56	69
8:00			35	19	54	20:00			8	20	28
8:15			34	18	52	20:15			9	4	13
8:30			11	15	26	20:30			8	9	17
8:45			17	97	114	20:45			6	31	37
9:00			10	16	26	21:00			12	11	23
9:15			12	4	16	21:15			5	9	14
9:30			9	8	17	21:30			7	10	17
9:45			10	41	51	21:45			7	31	38
10:00			14	8	22	22:00			3	7	10
10:15			15	13	28	22:15			7	1	8
10:30			9	12	21	22:30			1	4	5
10:45			8	46	54	22:45			7	18	25
11:00			11	16	27	23:00			5	4	9
11:15			9	11	20	23:15			5	3	8
11:30			9	10	19	23:30			2	1	3
11:45			12	41	53	23:45			1	13	14
<b>TOTALS</b>			349	324	673	<b>TOTALS</b>			579	732	1311
<b>SPLIT %</b>			51.9%	48.1%	33.9%	<b>SPLIT %</b>			44.2%	55.8%	66.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	928	1,056	1,984		
AM Peak Hour			7:30	7:15	7:30	PM Peak Hour			17:45	17:15	17:15
AM Pk Volume			118	81	192	PM Pk Volume			80	104	173
Pk Hr Factor			0.843	0.810	0.889	Pk Hr Factor			0.952	0.813	0.865
7 - 9 Volume	0	0	182	142	324	4 - 6 Volume	0	0	142	186	328
7 - 9 Peak Hour			7:30	7:15	7:30	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	118	81	192	4 - 6 Pk Volume	0	0	78	95	169
Pk Hr Factor	0.000	0.000	0.843	0.810	0.889	Pk Hr Factor	0.000	0.000	0.929	0.742	0.939

### VOLUME

Heritage Way Bet Myford Rd & Bryan Ave

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_020

DAILY TOTALS					NB	SB	EB	WB	Total		
					689	1,023	0	0	1,712		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	2			3	12:00	7	10			17
0:15	1	6			7	12:15	10	15			25
0:30	0	3			3	12:30	8	6			14
0:45	0	2	0	11	0	12:45	5	30	10	41	15
1:00	0	3			3	13:00	11	12			23
1:15	0	2			2	13:15	8	10			18
1:30	0	3			3	13:30	8	19			27
1:45	0	0	8		0	13:45	12	39	17	58	29
2:00	0	1			1	14:00	10	17			27
2:15	0	0			0	14:15	10	13			23
2:30	0	0			0	14:30	8	15			23
2:45	1	1	0	1	1	14:45	6	34	14	59	20
3:00	0	0			0	15:00	15	19			34
3:15	0	0			0	15:15	13	16			29
3:30	1	1			2	15:30	12	18			30
3:45	0	1	1	2	1	15:45	12	52	23	76	35
4:00	4	1			5	16:00	3	24			27
4:15	1	0			1	16:15	9	18			27
4:30	1	0			1	16:30	8	28			36
4:45	3	9	0	1	3	16:45	10	30	25	95	35
5:00	2	0			2	17:00	9	23			32
5:15	3	0			3	17:15	7	36			43
5:30	6	0			6	17:30	5	27			32
5:45	4	15	0		4	17:45	7	28	31	117	38
6:00	7	1			8	18:00	7	22			29
6:15	13	1			14	18:15	11	27			38
6:30	10	8			18	18:30	7	18			25
6:45	13	43	4	14	17	18:45	12	37	21	88	33
7:00	20	12			32	19:00	5	17			22
7:15	21	10			31	19:15	8	27			35
7:30	32	10			42	19:30	8	22			30
7:45	18	91	8	40	26	19:45	6	27	17	83	23
8:00	29	11			40	20:00	3	19			22
8:15	18	16			34	20:15	5	28			33
8:30	15	10			25	20:30	6	17			23
8:45	13	75	10	47	23	20:45	10	24	12	76	22
9:00	11	7			18	21:00	6	20			26
9:15	12	5			17	21:15	13	5			18
9:30	11	6			17	21:30	8	10			18
9:45	6	40	6	24	12	21:45	7	34	18	53	25
10:00	3	10			13	22:00	3	12			15
10:15	9	12			21	22:15	2	8			10
10:30	11	10			21	22:30	0	7			7
10:45	6	29	8	40	14	22:45	3	8	6	33	9
11:00	9	9			18	23:00	2	5			7
11:15	9	10			19	23:15	2	1			3
11:30	8	9			17	23:30	0	2			2
11:45	8	34	12	40	20	23:45	2	6	8	16	10
<b>TOTALS</b>	<b>340</b>	<b>228</b>			<b>568</b>	<b>TOTALS</b>	<b>349</b>	<b>795</b>			<b>1144</b>
<b>SPLIT %</b>	<b>59.9%</b>	<b>40.1%</b>			<b>33.2%</b>	<b>SPLIT %</b>	<b>30.5%</b>	<b>69.5%</b>			<b>66.8%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					689	1,023	0	0	1,712
AM Peak Hour	7:15	8:00			7:30	PM Peak Hour	15:00	17:00	16:30
AM Pk Volume	100	47			142	PM Pk Volume	52	117	146
Pk Hr Factor	0.781	0.734			0.845	Pk Hr Factor	0.867	0.813	0.849
7 - 9 Volume	166	87	0	0	253	4 - 6 Volume	58	212	0
7 - 9 Peak Hour	7:15	8:00			7:30	4 - 6 Peak Hour	16:15	17:00	16:30
7 - 9 Pk Volume	100	47	0	0	142	4 - 6 Pk Volume	36	117	0
Pk Hr Factor	0.781	0.734	0.000	0.000	0.845	Pk Hr Factor	0.900	0.813	0.000

### VOLUME

Holt Ave Bet City Limits & Irvine Blvd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_021

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,104	5,143	0	0	10,247		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	4	2			6	12:00	55	64			119
0:15	3	3			6	12:15	70	70			140
0:30	6	3			9	12:30	77	74			151
0:45	3	16	2	10	5	12:45	77	279	75	283	562
1:00	1	0			1	13:00	70	63			133
1:15	0	0			0	13:15	91	61			152
1:30	3	1			4	13:30	76	57			133
1:45	3	7	1	2	4	13:45	83	320	67	248	568
2:00	0	3			3	14:00	98	73			171
2:15	3	0			3	14:15	86	79			165
2:30	1	2			3	14:30	104	125			229
2:45	2	6	0	5	2	14:45	108	396	121	398	794
3:00	0	3			3	15:00	123	66			189
3:15	1	0			1	15:15	120	78			198
3:30	1	4			5	15:30	132	60			192
3:45	1	3	3	10	4	15:45	121	496	97	301	797
4:00	0	4			4	16:00	132	55			187
4:15	0	2			2	16:15	138	90			228
4:30	0	10			10	16:30	155	91			246
4:45	1	1	10	26	11	16:45	151	576	100	336	912
5:00	3	12			15	17:00	215	98			313
5:15	1	14			15	17:15	175	117			292
5:30	3	24			27	17:30	168	93			261
5:45	7	14	23	73	30	17:45	148	706	89	397	1103
6:00	9	30			39	18:00	134	75			209
6:15	8	38			46	18:15	108	79			187
6:30	15	35			50	18:30	109	69			178
6:45	10	42	54	157	64	18:45	88	439	90	313	752
7:00	28	87			115	19:00	100	58			158
7:15	40	118			158	19:15	80	46			126
7:30	61	184			245	19:30	76	52			128
7:45	101	230	247	636	348	19:45	55	311	37	193	504
8:00	102	191			293	20:00	62	34			96
8:15	55	184			239	20:15	52	42			94
8:30	61	144			205	20:30	49	31			80
8:45	50	268	129	648	179	20:45	46	209	22	129	338
9:00	50	89			139	21:00	24	23			47
9:15	48	101			149	21:15	34	19			53
9:30	46	66			112	21:30	18	16			34
9:45	50	194	73	329	123	21:45	21	97	13	71	168
10:00	43	55			98	22:00	22	13			35
10:15	43	63			106	22:15	12	9			21
10:30	50	63			113	22:30	14	10			24
10:45	55	191	70	251	125	22:45	11	59	6	38	97
11:00	46	64			110	23:00	10	5			15
11:15	46	76			122	23:15	5	7			12
11:30	68	57			125	23:30	11	2			13
11:45	53	213	74	271	127	23:45	5	31	4	18	49
<b>TOTALS</b>	<b>1185</b>	<b>2418</b>			<b>3603</b>	<b>TOTALS</b>	<b>3919</b>	<b>2725</b>			<b>6644</b>
<b>SPLIT %</b>	<b>32.9%</b>	<b>67.1%</b>			<b>35.2%</b>	<b>SPLIT %</b>	<b>59.0%</b>	<b>41.0%</b>			<b>64.8%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					5,104	5,143	0	0	10,247
AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	16:45	16:45	16:45
AM Pk Volume	319	806			1125	PM Pk Volume	709	408	1117
Pk Hr Factor	0.782	0.816			0.808	Pk Hr Factor	0.824	0.872	0.892
7 - 9 Volume	498	1284	0	0	1782	4 - 6 Volume	1282	733	2015
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:45	16:45	16:45
7 - 9 Pk Volume	319	806	0	0	1125	4 - 6 Pk Volume	709	408	1117
Pk Hr Factor	0.782	0.816	0.000	0.000	0.808	Pk Hr Factor	0.824	0.872	0.892

### VOLUME

Holt Ave Bet Irvine Blvd & Newport Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_022

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,201	2,866	0	0	5,067	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	1			2	12:00	38	60			98
0:15	1	0			1	12:15	54	50			104
0:30	0	2			2	12:30	59	54			113
0:45	1	3	0	3	1 6	12:45	50	201	57	221	107 422
1:00	0	0			0	13:00	39	48			87
1:15	1	2			3	13:15	44	48			92
1:30	1	1			2	13:30	41	32			73
1:45	2	4	0	3	2 7	13:45	47	171	48	176	95 347
2:00	0	0			0	14:00	52	46			98
2:15	0	0			0	14:15	51	45			96
2:30	2	2			4	14:30	54	64			118
2:45	0	2	1	3	1 5	14:45	39	196	61	216	100 412
3:00	0	1			1	15:00	42	48			90
3:15	0	0			0	15:15	48	45			93
3:30	1	0			1	15:30	42	34			76
3:45	0	1	5	6	5 7	15:45	60	192	59	186	119 378
4:00	0	2			2	16:00	45	44			89
4:15	1	1			2	16:15	53	52			105
4:30	0	4			4	16:30	62	51			113
4:45	1	2	1	8	2 10	16:45	70	230	54	201	124 431
5:00	1	5			6	17:00	66	55			121
5:15	0	4			4	17:15	58	63			121
5:30	0	9			9	17:30	68	56			124
5:45	5	6	8	26	13 32	17:45	53	245	49	223	102 468
6:00	6	6			12	18:00	39	46			85
6:15	4	12			16	18:15	41	44			85
6:30	3	13			16	18:30	48	42			90
6:45	6	19	20	51	26 70	18:45	46	174	45	177	91 351
7:00	8	30			38	19:00	39	50			89
7:15	13	39			52	19:15	34	27			61
7:30	22	77			99	19:30	44	40			84
7:45	24	67	104	250	128 317	19:45	28	145	16	133	44 278
8:00	16	91			107	20:00	36	26			62
8:15	10	90			100	20:15	19	24			43
8:30	23	76			99	20:30	9	26			35
8:45	21	70	65	322	86 392	20:45	18	82	19	95	37 177
9:00	17	35			52	21:00	7	13			20
9:15	23	53			76	21:15	19	12			31
9:30	19	33			52	21:30	6	15			21
9:45	18	77	43	164	61 241	21:45	7	39	10	50	17 89
10:00	20	30			50	22:00	13	3			16
10:15	26	31			57	22:15	1	5			6
10:30	25	39			64	22:30	1	2			3
10:45	41	112	37	137	78 249	22:45	4	19	6	16	10 35
11:00	31	45			76	23:00	3	5			8
11:15	30	49			79	23:15	2	2			4
11:30	37	40			77	23:30	3	2			5
11:45	38	136	55	189	93 325	23:45	0	8	1	10	1 18
<b>TOTALS</b>	<b>499</b>	<b>1162</b>			<b>1661</b>	<b>TOTALS</b>	<b>1702</b>	<b>1704</b>			<b>3406</b>
<b>SPLIT %</b>	<b>30.0%</b>	<b>70.0%</b>			<b>32.8%</b>	<b>SPLIT %</b>	<b>50.0%</b>	<b>50.0%</b>			<b>67.2%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						2,201	2,866	0	0	5,067
AM Peak Hour	11:45	7:30			7:30	PM Peak Hour	16:45	16:45		16:45
AM Pk Volume	189	362			434	PM Pk Volume	262	228		490
Pk Hr Factor	0.801	0.870			0.848	Pk Hr Factor	0.936	0.905		0.988
7 - 9 Volume	137	572	0	0	709	4 - 6 Volume	475	424	0	899
7 - 9 Peak Hour	7:15	7:30			7:30	4 - 6 Peak Hour	16:45	16:45		16:45
7 - 9 Pk Volume	75	362	0	0	434	4 - 6 Pk Volume	262	228	0	490
Pk Hr Factor	0.781	0.870	0.000	0.000	0.848	Pk Hr Factor	0.936	0.905	0.000	0.988

# VOLUME

Irvine Blvd Bet Yorba St & Prospect Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_024

DAILY TOTALS					NB	SB						Total
					0	0						26,152
							11,218			14,934		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			18	10	28	12:00			198	178	376	
0:15			11	16	27	12:15			182	223	405	
0:30			7	6	13	12:30			191	213	404	
0:45			14	50	64	12:45			218	789	1007	
1:00			9	9	18	13:00			185	221	406	
1:15			8	6	14	13:15			183	213	396	
1:30			2	8	10	13:30			218	185	403	
1:45			8	27	35	13:45			181	767	948	
2:00			5	3	8	14:00			219	243	462	
2:15			15	3	18	14:15			204	221	425	
2:30			2	6	8	14:30			183	310	493	
2:45			7	29	36	14:45			174	780	954	
3:00			6	8	14	15:00			177	349	526	
3:15			6	4	10	15:15			180	288	468	
3:30			15	12	27	15:30			190	363	553	
3:45			10	37	47	15:45			190	737	927	
4:00			11	11	22	16:00			236	373	609	
4:15			12	9	21	16:15			198	343	541	
4:30			26	31	57	16:30			202	393	595	
4:45			21	70	91	16:45			229	865	1094	
5:00			32	20	52	17:00			200	319	519	
5:15			29	39	68	17:15			269	393	662	
5:30			50	35	85	17:30			213	313	526	
5:45			59	170	229	17:45			229	911	1140	
6:00			62	49	111	18:00			179	312	491	
6:15			80	80	160	18:15			176	358	534	
6:30			74	92	166	18:30			148	299	447	
6:45			109	325	434	18:45			141	644	785	
7:00			117	142	259	19:00			153	214	367	
7:15			134	184	318	19:15			146	210	356	
7:30			180	223	403	19:30			117	164	281	
7:45			211	642	853	19:45			122	538	660	
8:00			173	303	476	20:00			114	130	244	
8:15			160	305	465	20:15			101	156	257	
8:30			174	267	441	20:30			80	106	186	
8:45			185	692	877	20:45			78	373	451	
9:00			133	182	315	21:00			73	102	175	
9:15			191	167	358	21:15			66	97	163	
9:30			164	188	352	21:30			61	60	121	
9:45			233	721	954	21:45			58	258	316	
10:00			178	180	358	22:00			41	78	119	
10:15			188	201	389	22:15			40	41	81	
10:30			184	164	348	22:30			30	48	78	
10:45			195	745	940	22:45			56	167	223	
11:00			169	172	341	23:00			22	34	56	
11:15			196	158	354	23:15			23	26	49	
11:30			184	226	410	23:30			27	22	49	
11:45			240	789	1029	23:45			20	92	112	
<b>TOTALS</b>			4297	4836	9133	<b>TOTALS</b>			6921	10098	17019	
<b>SPLIT %</b>			47.0%	53.0%	34.9%	<b>SPLIT %</b>			40.7%	59.3%	65.1%	

DAILY TOTALS					NB	SB						Total
					0	0						26,152
							11,218			14,934		
AM Peak Hour			11:15	7:45	7:45	PM Peak Hour			16:45	15:45	16:30	
AM Pk Volume			818	1179	1897	PM Pk Volume			911	1469	2341	
Pk Hr Factor			0.852	0.966	0.921	Pk Hr Factor			0.847	0.934	0.884	
7 - 9 Volume	0	0	1334	1956	3290	4 - 6 Volume	0	0	1776	2795	4571	
7 - 9 Peak Hour			7:30	7:45	7:45	4 - 6 Peak Hour			16:45	16:00	16:30	
7 - 9 Pk Volume	0	0	724	1179	1897	4 - 6 Pk Volume	0	0	911	1445	2341	
Pk Hr Factor	0.000	0.000	0.858	0.966	0.921	Pk Hr Factor	0.000	0.000	0.847	0.919	0.884	

### VOLUME

Irvine Blvd Bet Prospect Ave & Newport Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_025

DAILY TOTALS					NB	SB						Total			
					0	0						25,450			
					10,477							14,973			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00			10	11	21		12:00			192	194	386			
0:15			6	7	13		12:15			182	185	367			
0:30			6	8	14		12:30			182	217	399			
0:45			9	31	6	32	12:45			182	738	211	807	393	1545
1:00			5	7	12		13:00			179	205	384			
1:15			7	3	10		13:15			188	187	375			
1:30			3	6	9		13:30			200	199	399			
1:45			5	20	6	22	13:45			153	720	237	828	390	1548
2:00			5	3	8		14:00			185	261	446			
2:15			10	4	14		14:15			180	236	416			
2:30			4	4	8		14:30			183	319	502			
2:45			3	22	9	20	14:45			180	728	316	1132	496	1860
3:00			8	6	14		15:00			170	386	556			
3:15			2	3	5		15:15			195	309	504			
3:30			11	13	24		15:30			207	391	598			
3:45			10	31	10	32	15:45			201	773	398	1484	599	2257
4:00			2	14	16		16:00			214	395	609			
4:15			13	8	21		16:15			242	371	613			
4:30			24	22	46		16:30			209	416	625			
4:45			13	52	25	69	16:45			241	906	358	1540	599	2446
5:00			20	24	44		17:00			249	343	592			
5:15			30	32	62		17:15			274	341	615			
5:30			42	32	74		17:30			245	390	635			
5:45			55	147	40	128	17:45			196	964	319	1393	515	2357
6:00			51	48	99		18:00			227	362	589			
6:15			47	74	121		18:15			170	356	526			
6:30			72	77	149		18:30			153	297	450			
6:45			102	272	107	306	18:45			129	679	239	1254	368	1933
7:00			116	145	261		19:00			152	190	342			
7:15			144	178	322		19:15			131	191	322			
7:30			155	256	411		19:30			116	159	275			
7:45			224	639	294	873	19:45			107	506	140	680	247	1186
8:00			235	347	582		20:00			108	119	227			
8:15			160	348	508		20:15			114	132	246			
8:30			153	294	447		20:30			84	96	180			
8:45			150	698	242	1231	20:45			61	367	77	424	138	791
9:00			113	218	331		21:00			42	101	143			
9:15			159	166	325		21:15			57	81	138			
9:30			126	194	320		21:30			51	34	85			
9:45			154	552	186	764	21:45			46	196	54	270	100	466
10:00			144	191	335		22:00			36	64	100			
10:15			152	175	327		22:15			25	31	56			
10:30			149	174	323		22:30			28	35	63			
10:45			151	596	191	731	22:45			17	106	37	167	54	273
11:00			158	180	338		23:00			19	20	39			
11:15			165	172	337		23:15			17	19	36			
11:30			163	190	353		23:30			22	26	48			
11:45			175	661	154	696	23:45			15	73	25	90	40	163
<b>TOTALS</b>			3721		4904		<b>TOTALS</b>			6756		10069		<b>16825</b>	
<b>SPLIT %</b>			43.1%		56.9%		<b>SPLIT %</b>			40.2%		59.8%		<b>66.1%</b>	

DAILY TOTALS					NB	SB						Total	
					0	0						25,450	
					10,477							14,973	
AM Peak Hour			7:30	7:45	7:45		PM Peak Hour			16:45	15:45	15:45	
AM Pk Volume			774	1283	2055		PM Pk Volume			1009	1580	2446	
Pk Hr Factor			0.823	0.922	0.883		Pk Hr Factor			0.921	0.950	0.978	
7 - 9 Volume	0	0	1337	2104	3441		4 - 6 Volume	0	0	1870	2933	4803	
7 - 9 Peak Hour			7:30	7:45	7:45		4 - 6 Peak Hour			16:45	16:00	16:00	
7 - 9 Pk Volume	0	0	774	1283	2055		4 - 6 Pk Volume	0	0	1009	1540	2446	
Pk Hr Factor	0.000	0.000	0.823	0.922	0.883		Pk Hr Factor	0.000	0.000	0.921	0.925	0.978	

### VOLUME

Irvine Blvd Bet Newport Ave & Red Hill Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_026

DAILY TOTALS					NB	SB						Total
					0	0						36,193
							15,371					20,822
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			17	13	30	12:00			236	226	462	
0:15			11	19	30	12:15			241	248	489	
0:30			7	6	13	12:30			221	245	466	
0:45			8	43	15	12:45			219	917	517	
					88				1017		1934	
1:00			7	9	16	13:00			245	280	525	
1:15			7	6	13	13:15			266	307	573	
1:30			3	9	12	13:30			238	267	505	
1:45			3	20	7	13:45			264	1013	635	
					48				1225		2238	
2:00			1	4	5	14:00			221	356	577	
2:15			10	3	13	14:15			279	370	649	
2:30			3	6	9	14:30			287	398	685	
2:45			7	21	8	14:45			318	1105	799	
					42				1605		2710	
3:00			5	6	11	15:00			237	500	737	
3:15			4	6	10	15:15			277	535	812	
3:30			11	5	16	15:30			261	568	829	
3:45			6	26	3	15:45			290	1065	872	
					46				2185		3250	
4:00			9	7	16	16:00			239	552	791	
4:15			18	9	27	16:15			311	597	908	
4:30			37	10	47	16:30			277	573	850	
4:45			20	84	13	16:45			342	1169	901	
					39				2281		3450	
5:00			26	11	37	17:00			350	548	898	
5:15			45	27	72	17:15			375	611	986	
5:30			65	34	99	17:30			326	611	937	
5:45			68	204	40	17:45			373	1424	951	
					112				2348		3772	
6:00			71	39	110	18:00			307	499	806	
6:15			86	48	134	18:15			306	543	849	
6:30			113	86	199	18:30			237	407	644	
6:45			156	426	129	18:45			230	1080	585	
					302				1804		2884	
7:00			199	196	395	19:00			209	304	513	
7:15			251	236	487	19:15			210	285	495	
7:30			312	285	597	19:30			229	226	455	
7:45			402	1164	465	19:45			181	829	395	
					1182				1029		1858	
8:00			421	452	873	20:00			166	177	343	
8:15			333	461	794	20:15			185	165	350	
8:30			271	325	596	20:30			125	142	267	
8:45			218	1243	326	20:45			133	609	246	
					1564				597		1206	
9:00			186	229	415	21:00			100	101	201	
9:15			216	226	442	21:15			85	109	194	
9:30			194	235	429	21:30			58	48	106	
9:45			186	782	237	21:45			70	313	131	
					927				319		632	
10:00			197	216	413	22:00			55	59	114	
10:15			207	224	431	22:15			28	59	87	
10:30			178	202	380	22:30			34	46	80	
10:45			205	787	259	22:45			30	147	84	
					901				218		365	
11:00			179	210	389	23:00			20	34	54	
11:15			215	231	446	23:15			27	29	56	
11:30			199	238	437	23:30			15	26	41	
11:45			231	824	258	23:45			14	76	41	
					937				116		192	
TOTALS			5624	6078	11702	TOTALS			9747	14744	24491	
SPLIT %			48.1%	51.9%	32.3%	SPLIT %			39.8%	60.2%	67.7%	

DAILY TOTALS					NB	SB						Total
					0	0						36,193
							15,371					20,822
AM Peak Hour			7:30	7:45	7:30	PM Peak Hour			17:00	17:00	17:00	
AM Pk Volume			1468	1703	3131	PM Pk Volume			1424	2348	3772	
Pk Hr Factor			0.872	0.916	0.897	Pk Hr Factor			0.949	0.961	0.956	
7 - 9 Volume	0	0	2407	2746	5153	4 - 6 Volume	0	0	2593	4629	7222	
7 - 9 Peak Hour			7:30	7:45	7:30	4 - 6 Peak Hour			17:00	17:00	17:00	
7 - 9 Pk Volume	0	0	1468	1703	3131	4 - 6 Pk Volume	0	0	1424	2348	3772	
Pk Hr Factor	0.000	0.000	0.872	0.916	0.897	Pk Hr Factor	0.000	0.000	0.949	0.961	0.956	

### VOLUME

Irvine Blvd Bet Browning Ave & Tustin Ranch Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_028

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						14,587	19,059	33,646	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
0:00			16	11	27	12:00			209	210	419				
0:15			7	15	22	12:15			199	207	406				
0:30			8	7	15	12:30			214	220	434				
0:45			7	38	10	43	12:45		199	821	251	888	450	1709	
1:00			8	11	19	13:00			224	254	478				
1:15			6	6	12	13:15			223	242	465				
1:30			6	6	12	13:30			241	244	485				
1:45			6	26	4	27	13:45		216	904	318	1058	534	1962	
2:00			1	1	2	14:00			235	300	535				
2:15			9	3	12	14:15			229	317	546				
2:30			3	5	8	14:30			266	357	623				
2:45			4	17	7	16	14:45		325	1055	442	1416	767	2471	
3:00			5	4	9	15:00			276	484	760				
3:15			9	6	15	15:15			262	502	764				
3:30			12	3	15	15:30			249	576	825				
3:45			7	33	4	17	15:45		245	1032	569	2131	814	3163	
4:00			6	4	10	16:00			266	539	805				
4:15			21	6	27	16:15			249	531	780				
4:30			32	5	37	16:30			284	576	860				
4:45			25	84	8	23	16:45		268	1067	516	2162	784	3229	
5:00			25	7	32	17:00			338	551	889				
5:15			43	21	64	17:15			304	575	879				
5:30			77	26	103	17:30			344	573	917				
5:45			80	225	30	84	17:45		307	1293	510	2209	817	3502	
6:00			68	40	108	18:00			315	512	827				
6:15			99	45	144	18:15			274	476	750				
6:30			115	58	173	18:30			244	455	699				
6:45			151	433	112	255	18:45		213	1046	314	1757	527	2803	
7:00			210	176	386	19:00			211	304	515				
7:15			234	195	429	19:15			202	222	424				
7:30			322	295	617	19:30			207	212	419				
7:45			373	1139	410	1076	19:45		175	795	190	928	365	1723	
8:00			451	448	899	20:00			147	158	305				
8:15			340	429	769	20:15			148	140	288				
8:30			272	316	588	20:30			123	129	252				
8:45			192	1255	302	1495	20:45		100	518	113	540	213	1058	
9:00			197	200	397	21:00			84	89	173				
9:15			210	200	410	21:15			82	114	196				
9:30			190	207	397	21:30			49	54	103				
9:45			189	786	191	798	21:45		62	277	56	313	118	590	
10:00			180	186	366	22:00			62	60	122				
10:15			197	160	357	22:15			32	59	91				
10:30			167	166	333	22:30			31	49	80				
10:45			186	730	215	727	22:45		36	161	40	208	76	369	
11:00			176	196	372	23:00			18	36	54				
11:15			196	180	376	23:15			26	23	49				
11:30			199	203	402	23:30			13	26	39				
11:45			210	781	200	779	23:45		14	71	24	109	38	180	
<b>TOTALS</b>			5547	5340	10887	<b>TOTALS</b>			9040	13719	22759				
<b>SPLIT %</b>			51.0%	49.0%	32.4%	<b>SPLIT %</b>			39.7%	60.3%	67.6%				

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						14,587	19,059	33,646

AM Peak Hour			7:30	7:45	7:30	PM Peak Hour			17:00	16:30	17:00				
AM Pk Volume			1486	1603	3068	PM Pk Volume			1293	2218	3502				
Pk Hr Factor			0.824	0.895	0.853	Pk Hr Factor			0.940	0.963	0.955				
7 - 9 Volume	0	0	2394	2571	4965	4 - 6 Volume	0	0	2360	4371	6731				
7 - 9 Peak Hour			7:30	7:45	7:30	4 - 6 Peak Hour			17:00	16:30	17:00				
7 - 9 Pk Volume	0	0	1486	1603	3068	4 - 6 Pk Volume	0	0	1293	2218	3502				
Pk Hr Factor	0.000	0.000	0.824	0.895	0.853	Pk Hr Factor	0.000	0.000	0.940	0.963	0.955				



# VOLUME

## Jamboree Rd Bet City Limits & Patriot Way

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_029

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,235	8,668	0	0	18,903		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	6	2			8	12:00	100	103			203
0:15	4	5			9	12:15	89	112			201
0:30	4	2			6	12:30	114	77			191
0:45	7	21	1	10	8	12:45	92	395	88	380	180
					31						775
1:00	3	3			6	13:00	122	82			204
1:15	1	0			1	13:15	124	104			228
1:30	2	0			2	13:30	111	94			205
1:45	2	8	1	4	3	13:45	143	500	103	383	246
					12						883
2:00	1	7			8	14:00	140	108			248
2:15	0	2			2	14:15	164	83			247
2:30	3	1			4	14:30	223	101			324
2:45	0	4	0	10	0	14:45	226	753	103	395	329
					14						1148
3:00	0	3			3	15:00	252	104			356
3:15	1	2			3	15:15	332	117			449
3:30	0	7			7	15:30	290	127			417
3:45	1	2	4	16	5	15:45	353	1227	100	448	453
					18						1675
4:00	4	8			12	16:00	318	108			426
4:15	3	12			15	16:15	400	103			503
4:30	0	16			16	16:30	457	123			580
4:45	3	10	24	60	27	16:45	436	1611	115	449	551
					70						2060
5:00	3	29			32	17:00	414	112			526
5:15	12	42			54	17:15	405	148			553
5:30	8	72			80	17:30	398	156			554
5:45	11	34	66	209	77	17:45	352	1569	142	558	494
					243						2127
6:00	18	83			101	18:00	342	127			469
6:15	24	131			155	18:15	244	108			352
6:30	49	164			213	18:30	270	90			360
6:45	38	129	189	567	227	18:45	194	1050	105	430	299
					696						1480
7:00	45	245			290	19:00	154	79			233
7:15	72	351			423	19:15	165	74			239
7:30	88	383			471	19:30	108	82			190
7:45	108	313	392	1371	500	19:45	116	543	69	304	185
					1684						847
8:00	103	373			476	20:00	99	48			147
8:15	116	319			435	20:15	70	44			114
8:30	112	286			398	20:30	71	51			122
8:45	66	397	248	1226	314	20:45	49	289	40	183	89
					1623						472
9:00	68	163			231	21:00	67	45			112
9:15	69	142			211	21:15	67	43			110
9:30	73	136			209	21:30	54	29			83
9:45	97	307	115	556	212	21:45	44	232	34	151	78
					863						383
10:00	68	113			181	22:00	36	35			71
10:15	66	98			164	22:15	46	18			64
10:30	79	104			183	22:30	24	11			35
10:45	76	289	94	409	170	22:45	26	132	19	83	45
					698						215
11:00	66	88			154	23:00	20	13			33
11:15	84	111			195	23:15	17	10			27
11:30	105	102			207	23:30	16	9			25
11:45	96	351	120	421	216	23:45	16	69	13	45	29
					772						114
<b>TOTALS</b>	<b>1865</b>	<b>4859</b>			<b>6724</b>	<b>TOTALS</b>	<b>8370</b>	<b>3809</b>			<b>12179</b>
<b>SPLIT %</b>	<b>27.7%</b>	<b>72.3%</b>			<b>35.6%</b>	<b>SPLIT %</b>	<b>68.7%</b>	<b>31.3%</b>			<b>64.4%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					10,235	8,668	0	0	18,903
AM Peak Hour	7:45	7:15			7:30	PM Peak Hour	16:30	17:15	16:30
AM Pk Volume	439	1499			1882	PM Pk Volume	1712	573	2210
Pk Hr Factor	0.946	0.956			0.941	Pk Hr Factor	0.937	0.918	0.953
7 - 9 Volume	710	2597	0	0	3307	4 - 6 Volume	3180	1007	0
7 - 9 Peak Hour	7:45	7:15			7:30	4 - 6 Peak Hour	16:30	17:00	16:30
7 - 9 Pk Volume	439	1499	0	0	1882	4 - 6 Pk Volume	1712	558	0
Pk Hr Factor	0.946	0.956	0.000	0.000	0.941	Pk Hr Factor	0.937	0.894	0.000

### VOLUME

Jamboree Rd Bet Patriot Way & Tustin Ranch Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_030

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,991	9,482	0	0	20,473		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	7	3			10	12:00	107	107			214
0:15	6	6			12	12:15	93	125			218
0:30	5	2			7	12:30	120	81			201
0:45	7	25	1	12	8	12:45	98	418	92	405	190
1:00	4	3			7	13:00	136	89			225
1:15	1	0			1	13:15	137	106			243
1:30	2	1			3	13:30	125	102			227
1:45	2	9	2	6	4	13:45	155	553	107	404	262
2:00	2	7			9	14:00	146	112			258
2:15	0	2			2	14:15	180	100			280
2:30	4	1			5	14:30	247	120			367
2:45	1	7	0	10	1	14:45	249	822	117	449	366
3:00	0	3			3	15:00	263	145			408
3:15	1	2			3	15:15	344	130			474
3:30	0	8			8	15:30	307	142			449
3:45	1	2	5	18	6	15:45	376	1290	113	530	489
4:00	4	9			13	16:00	328	122			450
4:15	4	11			15	16:15	417	117			534
4:30	0	17			17	16:30	473	132			605
4:45	3	11	24	61	27	16:45	452	1670	130	501	582
5:00	3	31			34	17:00	445	135			580
5:15	13	43			56	17:15	429	165			594
5:30	8	72			80	17:30	412	163			575
5:45	11	35	71	217	82	17:45	368	1654	150	613	518
6:00	21	85			106	18:00	353	135			488
6:15	25	135			160	18:15	255	120			375
6:30	49	174			223	18:30	280	92			372
6:45	42	137	201	595	243	18:45	209	1097	109	456	318
7:00	50	271			321	19:00	172	94			266
7:15	80	367			447	19:15	180	74			254
7:30	101	407			508	19:30	115	91			206
7:45	122	353	438	1483	560	19:45	127	594	71	330	198
8:00	122	422			544	20:00	107	52			159
8:15	145	349			494	20:15	79	48			127
8:30	122	314			436	20:30	86	55			141
8:45	69	458	256	1341	325	20:45	58	330	43	198	101
9:00	76	180			256	21:00	77	49			126
9:15	71	160			231	21:15	74	47			121
9:30	78	156			234	21:30	61	33			94
9:45	103	328	131	627	234	21:45	52	264	37	166	89
10:00	73	121			194	22:00	45	35			80
10:15	79	105			184	22:15	52	20			72
10:30	84	125			209	22:30	31	13			44
10:45	81	317	105	456	186	22:45	28	156	21	89	49
11:00	76	97			173	23:00	24	13			37
11:15	88	121			209	23:15	19	12			31
11:30	117	112			229	23:30	18	10			28
11:45	103	384	137	467	240	23:45	16	77	13	48	29
<b>TOTALS</b>	<b>2066</b>	<b>5293</b>			<b>7359</b>	<b>TOTALS</b>	<b>8925</b>	<b>4189</b>			<b>13114</b>
<b>SPLIT %</b>	<b>28.1%</b>	<b>71.9%</b>			<b>35.9%</b>	<b>SPLIT %</b>	<b>68.1%</b>	<b>31.9%</b>			<b>64.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					10,991	9,482	0	0	20,473
AM Peak Hour	7:45	7:15			7:30	PM Peak Hour	16:30	17:00	16:30
AM Pk Volume	511	1634			2106	PM Pk Volume	1799	613	2361
Pk Hr Factor	0.881	0.933			0.940	Pk Hr Factor	0.951	0.929	0.976
7 - 9 Volume	811	2824	0	0	3635	4 - 6 Volume	3324	1114	0
7 - 9 Peak Hour	7:45	7:15			7:30	4 - 6 Peak Hour	16:30	17:00	16:30
7 - 9 Pk Volume	511	1634	0	0	2106	4 - 6 Pk Volume	1799	613	0
Pk Hr Factor	0.881	0.933	0.000	0.000	0.940	Pk Hr Factor	0.951	0.929	0.000

# VOLUME

Jamboree Rd Bet Portola Pkwy & Champion Way

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_032

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,761	9,016	0	0	18,777		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	14	5			19	12:00	105	115			220
0:15	13	12			25	12:15	120	105			225
0:30	10	6			16	12:30	108	116			224
0:45	15	52	6	29	21	12:45	111	444	112	448	223
					81						892
1:00	11	7			18	13:00	148	94			242
1:15	11	10			21	13:15	128	90			218
1:30	8	4			12	13:30	130	99			229
1:45	3	33	5	26	8	13:45	169	575	103	386	272
					59						961
2:00	5	4			9	14:00	166	110			276
2:15	3	1			4	14:15	167	118			285
2:30	1	0			1	14:30	237	134			371
2:45	0	9	1	6	1	14:45	271	841	189	551	460
					15						1392
3:00	0	2			2	15:00	174	195			369
3:15	1	3			4	15:15	194	156			350
3:30	0	2			2	15:30	220	145			365
3:45	2	3	9	16	11	15:45	258	846	117	613	375
					19						1459
4:00	1	6			7	16:00	239	115			354
4:15	4	5			9	16:15	258	134			392
4:30	7	10			17	16:30	263	114			377
4:45	9	21	26	47	35	16:45	293	1053	136	499	429
					68						1552
5:00	5	33			38	17:00	282	148			430
5:15	11	36			47	17:15	284	121			405
5:30	18	44			62	17:30	293	132			425
5:45	19	53	48	161	67	17:45	235	1094	131	532	366
					214						1626
6:00	31	60			91	18:00	218	126			344
6:15	26	84			110	18:15	204	101			305
6:30	42	113			155	18:30	208	96			304
6:45	60	159	152	409	212	18:45	224	854	97	420	321
					568						1274
7:00	64	274			338	19:00	165	113			278
7:15	131	248			379	19:15	150	99			249
7:30	206	308			514	19:30	134	91			225
7:45	163	564	434	1264	597	19:45	102	551	92	395	194
					1828						946
8:00	146	342			488	20:00	100	74			174
8:15	139	291			430	20:15	112	55			167
8:30	115	217			332	20:30	108	65			173
8:45	104	504	238	1088	342	20:45	110	430	47	241	157
					1592						671
9:00	85	185			270	21:00	90	54			144
9:15	78	148			226	21:15	81	46			127
9:30	76	147			223	21:30	68	46			114
9:45	86	325	156	636	242	21:45	60	299	44	190	104
					961						489
10:00	91	114			205	22:00	48	32			80
10:15	101	106			207	22:15	51	40			91
10:30	81	115			196	22:30	38	26			64
10:45	90	363	107	442	197	22:45	29	166	14	112	43
					805						278
11:00	82	103			185	23:00	36	18			54
11:15	111	115			226	23:15	28	14			42
11:30	114	128			242	23:30	13	7			20
11:45	124	431	113	459	237	23:45	14	91	7	46	21
					890						137
<b>TOTALS</b>	<b>2517</b>	<b>4583</b>			<b>7100</b>	<b>TOTALS</b>	<b>7244</b>	<b>4433</b>			<b>11677</b>
<b>SPLIT %</b>	<b>35.5%</b>	<b>64.5%</b>			<b>37.8%</b>	<b>SPLIT %</b>	<b>62.0%</b>	<b>38.0%</b>			<b>62.2%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					9,761	9,016	0	0	18,777
AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	16:45	14:45	16:45
AM Pk Volume	654	1375			2029	PM Pk Volume	1152	685	1689
Pk Hr Factor	0.794	0.792			0.850	Pk Hr Factor	0.983	0.878	0.982
7 - 9 Volume	1068	2352	0	0	3420	4 - 6 Volume	2147	1031	0
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:45	16:45	0
7 - 9 Pk Volume	654	1375	0	0	2029	4 - 6 Pk Volume	1152	537	0
Pk Hr Factor	0.794	0.792	0.000	0.000	0.850	Pk Hr Factor	0.983	0.907	0.000

### VOLUME

Jamboree Rd Bet Champion Way & Trevino Dr

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_033

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,131	11,008	0	0	23,139		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	18	13			31	12:00	157	149			306
0:15	17	12			29	12:15	138	169			307
0:30	16	4			20	12:30	173	141			314
0:45	18	69	6	35	24	12:45	162	630	123	582	285
1:00	5	4			9	13:00	181	128			309
1:15	7	4			11	13:15	157	143			300
1:30	7	5			12	13:30	180	119			299
1:45	6	25	0	13	6	13:45	220	738	135	525	355
2:00	5	7			12	14:00	204	113			317
2:15	3	2			5	14:15	226	165			391
2:30	7	2			9	14:30	283	173			456
2:45	2	17	0	11	2	14:45	312	1025	222	673	534
3:00	2	4			6	15:00	256	231			487
3:15	0	2			2	15:15	243	181			424
3:30	2	5			7	15:30	257	189			446
3:45	4	8	5	16	9	15:45	273	1029	136	737	409
4:00	6	7			13	16:00	280	158			438
4:15	3	14			17	16:15	286	142			428
4:30	6	16			22	16:30	321	155			476
4:45	10	25	26	63	36	16:45	336	1223	151	606	487
5:00	12	31			43	17:00	333	152			485
5:15	11	45			56	17:15	359	151			510
5:30	16	63			79	17:30	320	178			498
5:45	29	68	55	194	84	17:45	311	1323	168	649	479
6:00	29	69			98	18:00	253	151			404
6:15	37	102			139	18:15	271	161			432
6:30	45	144			189	18:30	286	138			424
6:45	65	176	173	488	238	18:45	271	1081	147	597	418
7:00	82	300			382	19:00	190	138			328
7:15	118	249			367	19:15	230	148			378
7:30	194	378			572	19:30	214	124			338
7:45	158	552	437	1364	595	19:45	179	813	115	525	294
8:00	137	428			565	20:00	179	97			276
8:15	157	348			505	20:15	146	70			216
8:30	117	322			439	20:30	181	76			257
8:45	94	505	231	1329	325	20:45	132	638	62	305	194
9:00	76	173			249	21:00	124	69			193
9:15	100	173			273	21:15	121	54			175
9:30	72	170			242	21:30	90	52			142
9:45	130	378	170	686	300	21:45	83	418	42	217	125
10:00	116	158			274	22:00	84	28			112
10:15	105	151			256	22:15	80	37			117
10:30	96	146			242	22:30	53	35			88
10:45	110	427	134	589	244	22:45	50	267	24	124	74
11:00	114	131			245	23:00	47	21			68
11:15	135	143			278	23:15	30	23			53
11:30	138	174			312	23:30	32	16			48
11:45	166	553	160	608	326	23:45	34	143	12	72	46
<b>TOTALS</b>	<b>2803</b>	<b>5396</b>			<b>8199</b>	<b>TOTALS</b>	<b>9328</b>	<b>5612</b>			<b>14940</b>
<b>SPLIT %</b>	<b>34.2%</b>	<b>65.8%</b>			<b>35.4%</b>	<b>SPLIT %</b>	<b>62.4%</b>	<b>37.6%</b>			<b>64.6%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,131	11,008	0	0	23,139		
AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	16:30	14:45			16:45
AM Pk Volume	646	1591			2237	PM Pk Volume	1349	823			1980
Pk Hr Factor	0.832	0.910			0.940	Pk Hr Factor	0.939	0.891			0.971
7 - 9 Volume	1057	2693	0	0	3750	4 - 6 Volume	2546	1255	0	0	3801
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:30	17:00			16:45
7 - 9 Pk Volume	646	1591	0	0	2237	4 - 6 Pk Volume	1349	649	0	0	1980
Pk Hr Factor	0.832	0.910	0.000	0.000	0.940	Pk Hr Factor	0.939	0.912	0.000	0.000	0.971

ADT8 Jamboree Rd between Irvine Blvd and Bryan Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB			
0:00	28	28	12:00	223	280			
0:15	30	18	12:15	248	285			
0:30	21	14	12:30	266	224			
0:45	25	104	12:45	295	1032	243	1032	2064
1:00	24	12	13:00	318	252			
1:15	7	8	13:15	307	267			
1:30	8	5	13:30	340	288			
1:45	15	54	13:45	289	1254	275	1082	2336
2:00	12	4	14:00	298	261			
2:15	4	4	14:15	325	207			
2:30	5	7	14:30	333	262			
2:45	11	32	14:45	378	1334	273	1003	2337
3:00	8	11	15:00	354	287			
3:15	6	3	15:15	409	287			
3:30	5	11	15:30	427	269			
3:45	9	28	15:45	498	1688	301	1144	2832
4:00	8	17	16:00	465	274			
4:15	8	23	16:15	482	255			
4:30	3	41	16:30	465	268			
4:45	12	31	16:45	545	1957	266	1063	3020
5:00	9	60	17:00	539	274			
5:15	8	79	17:15	495	319			
5:30	23	113	17:30	572	303			
5:45	39	79	17:45	568	2174	303	1199	3373
6:00	54	131	18:00	547	310			
6:15	53	194	18:15	577	301			
6:30	60	251	18:30	485	246			
6:45	71	238	18:45	493	2102	264	1121	3223
7:00	84	373	19:00	430	252			
7:15	87	460	19:15	386	198			
7:30	111	606	19:30	318	164			
7:45	166	448	19:45	257	1391	189	803	2194
8:00	165	609	20:00	254	183			
8:15	220	647	20:15	257	140			
8:30	191	619	20:30	255	144			
8:45	164	740	20:45	243	1009	125	592	1601
9:00	196	525	21:00	216	159			
9:15	162	414	21:15	188	106			
9:30	151	352	21:30	164	79			
9:45	131	640	21:45	160	728	87	431	1159
10:00	172	286	22:00	126	92			
10:15	156	271	22:15	115	69			
10:30	156	266	22:30	97	46			
10:45	218	702	22:45	77	415	35	242	657
11:00	171	234	23:00	58	43			
11:15	209	271	23:15	69	52			
11:30	202	263	23:30	51	23			
11:45	257	839	23:45	52	230	22	140	370

**Total Vol.** 3935 9789 **13724** 15314 9852 **25166**

Daily Totals		Combined
NB	SB	
19249	###	<b>38890</b>

	AM		35.3%	PM		64.7%
<b>Split %</b>	28.7%	71.3%		60.9%	39.1%	
<b>Peak Hour</b>	11:45	7:45	<b>7:45</b>	17:30	17:15	<b>17:30</b>
<b>Volume</b>	994	2480	<b>3222</b>	2264	1235	<b>3481</b>
<b>P.H.F.</b>	0.93	0.96	<b>0.93</b>	0.98	0.97	<b>0.99</b>



ADT56 Jamboree Rd between Edinger Ave and Warner Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB						
0:00	58	36	12:00	474	399						
0:15	44	24	12:15	514	497						
0:30	53	24	12:30	513	455						
0:45	19	174	20	104	278	12:45	549	2050	450	1801	3851
1:00	25	21	13:00	551	405						
1:15	25	13	13:15	592	397						
1:30	32	15	13:30	686	464						
1:45	17	99	21	70	169	13:45	608	2437	456	1722	4159
2:00	15	18	14:00	784	424						
2:15	10	14	14:15	799	418						
2:30	16	15	14:30	807	405						
2:45	16	57	16	63	120	14:45	825	3215	488	1735	4950
3:00	11	21	15:00	928	453						
3:15	16	24	15:15	892	531						
3:30	12	32	15:30	944	486						
3:45	26	65	37	114	179	15:45	978	3742	460	1930	5672
4:00	22	39	16:00	1133	498						
4:15	19	54	16:15	1069	515						
4:30	32	83	16:30	1169	558						
4:45	34	107	131	307	414	16:45	1139	4510	592	2163	6673
5:00	46	125	17:00	1191	621						
5:15	55	172	17:15	1225	645						
5:30	72	244	17:30	1177	679						
5:45	65	238	272	813	1051	17:45	1092	4685	642	2587	7272
6:00	120	312	18:00	875	615						
6:15	160	376	18:15	895	549						
6:30	177	458	18:30	819	546						
6:45	224	681	643	1789	2470	18:45	693	3282	505	2215	5497
7:00	269	655	19:00	755	403						
7:15	236	882	19:15	603	352						
7:30	295	1165	19:30	513	334						
7:45	348	1148	1238	3940	5088	19:45	442	2313	275	1364	3677
8:00	393	1174	20:00	452	264						
8:15	323	1271	20:15	434	260						
8:30	323	1247	20:30	361	246						
8:45	358	1397	1044	4736	6133	20:45	362	1609	202	972	2581
9:00	322	787	21:00	322	195						
9:15	305	776	21:15	314	158						
9:30	278	666	21:30	243	167						
9:45	326	1231	690	2919	4150	21:45	184	1063	165	685	1748
10:00	312	554	22:00	210	122						
10:15	312	620	22:15	169	102						
10:30	337	494	22:30	132	98						
10:45	354	1315	536	2204	3519	22:45	136	647	91	413	1060
11:00	377	474	23:00	130	71						
11:15	405	528	23:15	100	63						
11:30	427	482	23:30	59	73						
11:45	462	1671	480	1964	3635	23:45	51	340	96	303	643
<b>Total Vol.</b>	8183	19023	<b>27206</b>	29893	17890	<b>47783</b>					
				<b>Daily Totals</b>		<b>Combined</b>					
				NB	SB						
				38076	36913	<b>74989</b>					
	<b>AM</b>			<b>PM</b>							
<b>Split %</b>	30.1%	69.9%	<b>36.3%</b>	62.6%	37.4%	<b>63.7%</b>					
<b>Peak Hour</b>	11:45	7:45	<b>7:45</b>	16:45	17:00	<b>17:00</b>					
<b>Volume</b>	1963	4930	<b>6317</b>	4732	2587	<b>7272</b>					
<b>P.H.F.</b>	0.95	0.97	<b>0.99</b>	0.98	0.95	<b>0.97</b>					





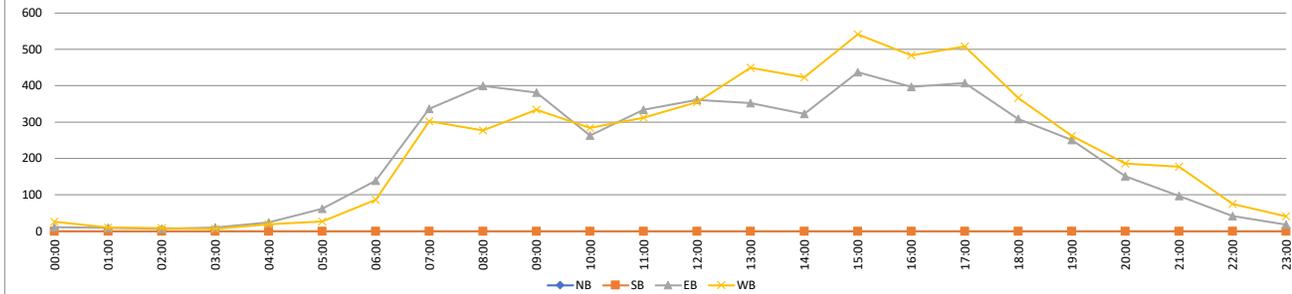
### VOLUME

#### Main St Bet Williams St & El Camino Real

Day: Wednesday  
Date: 4/10/2024

City: Tustin  
Project #: CA24\_010052\_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS							
						0	0	5,118	5,558	10,676								
15-Minutes Interval											Hourly Intervals							
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00			3	10	13	12:00			95	80	175	00:00	01:00			11	26	37
0:15			3	6	9	12:15			83	90	173	01:00	02:00			9	10	19
0:30			3	5	8	12:30			91	94	185	02:00	03:00			7	8	15
0:45			2	5	7	12:45			92	91	183	03:00	04:00			10	7	17
1:00			2	2	4	13:00			88	115	203	04:00	05:00			24	19	43
1:15			2	4	6	13:15			92	104	196	05:00	06:00			62	27	89
1:30			3	2	5	13:30			84	109	193	06:00	07:00			139	86	225
1:45			2	2	4	13:45			88	121	209	07:00	08:00			336	302	638
2:00			2	2	4	14:00			73	103	176	08:00	09:00			399	277	676
2:15			1	1	2	14:15			77	86	163	09:00	10:00			381	334	715
2:30			3	2	5	14:30			75	99	174	10:00	11:00			263	284	547
2:45			1	3	4	14:45			97	135	232	11:00	12:00			334	312	646
3:00			2	2	4	15:00			110	146	256	12:00	13:00			361	355	716
3:15			3	1	4	15:15			112	133	245	13:00	14:00			352	449	801
3:30			2	3	5	15:30			106	117	223	14:00	15:00			322	423	745
3:45			3	1	4	15:45			109	145	254	15:00	16:00			437	541	978
4:00			2	6	8	16:00			97	141	238	16:00	17:00			397	483	880
4:15			9	5	14	16:15			86	87	173	17:00	18:00			407	508	915
4:30			8	5	13	16:30			111	131	242	18:00	19:00			308	366	674
4:45			5	3	8	16:45			103	124	227	19:00	20:00			251	262	513
5:00			9	4	13	17:00			111	131	242	20:00	21:00			151	186	337
5:15			14	5	19	17:15			90	137	227	21:00	22:00			97	177	274
5:30			15	8	23	17:30			114	139	253	22:00	23:00			42	75	117
5:45			24	10	34	17:45			92	101	193	23:00	00:00			18	41	59
6:00			30	13	43	18:00			85	98	183	STATISTICS						
6:15			29	22	51	18:15			85	113	198							
6:30			30	23	53	18:30			61	69	130	Peak Period	00:00	to	12:00			
6:45			50	28	78	18:45			77	86	163	Volume			1975	1692	3667	
7:00			47	31	78	19:00			83	85	168	Peak Hour			7:30	7:45	7:30	
7:15			55	72	127	19:15			50	70	120	Peak Volume			448	337	780	
7:30			112	68	180	19:30			57	50	107	Peak Hour Factor			0.918	0.643	0.771	
7:45			122	131	253	19:45			61	57	118	Peak Period	12:00	to	00:00			
8:00			115	64	179	20:00			45	46	91	Volume			3143	3866	7009	
8:15			99	69	168	20:15			30	50	80	Peak Hour			15:00	15:00	15:00	
8:30			75	73	148	20:30			46	50	96	Peak Volume			437	541	978	
8:45			110	71	181	20:45			30	40	70	Peak Hour Factor			0.975	0.926	0.955	
9:00			100	81	181	21:00			34	61	95	Peak Period	07:00	to	09:00			
9:15			106	67	173	21:15			23	50	73	Volume			735	579	1314	
9:30			82	98	180	21:30			18	39	57	Peak Hour			7:30	7:45	7:30	
9:45			93	88	181	21:45			22	27	49	Peak Volume			448	337	780	
10:00			61	63	124	22:00			9	29	38	Peak Hour Factor			0.918	0.643	0.771	
10:15			56	77	133	22:15			12	16	28	Peak Period	16:00	to	18:00			
10:30			77	75	152	22:30			12	12	24	Volume			804	991	1795	
10:45			69	69	138	22:45			9	18	27	Peak Hour			16:45	16:45	16:45	
11:00			57	64	121	23:00			6	13	19	Peak Volume			418	531	949	
11:15			83	82	165	23:15			3	10	13	Peak Hour Factor			0.917	0.955	0.938	
11:30			92	83	175	23:30			7	14	21							
11:45			102	83	185	23:45			2	4	6							
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1975</b>	<b>1692</b>	<b>3667</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>3143</b>	<b>3866</b>	<b>7009</b>							
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>54%</b>	<b>46%</b>	<b>34%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>45%</b>	<b>55%</b>	<b>66%</b>							



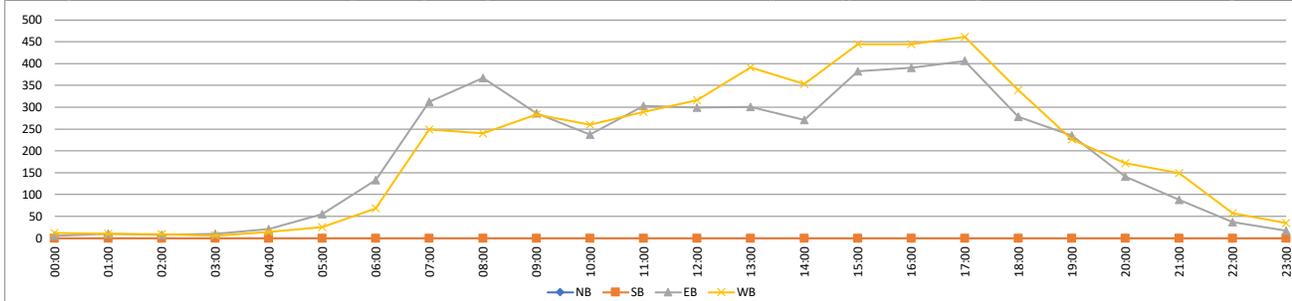
### VOLUME

## Main St Bet El Camino Real & Newport Ave

Day: Wednesday  
Date: 4/10/2024

City: Tustin  
Project #: CA24\_010052\_007

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	4,593	4,852	9,445							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	5	7	12:00			67	73	140	00:00	01:00		6	12	18
0:15			1	4	5	12:15			63	81	144	01:00	02:00		10	10	20
0:30			1	2	3	12:30			84	76	160	02:00	03:00		8	9	17
0:45			2	1	3	12:45			85	86	171	03:00	04:00		10	6	16
1:00			2	2	4	13:00			83	102	185	04:00	05:00		21	14	35
1:15			2	4	6	13:15			80	84	164	05:00	06:00		55	25	80
1:30			4	1	5	13:30			71	101	172	06:00	07:00		133	68	201
1:45			2	3	5	13:45			67	104	171	07:00	08:00		312	249	561
2:00			2	5	7	14:00			51	90	141	08:00	09:00		367	240	607
2:15			3	2	5	14:15			64	68	132	09:00	10:00		286	283	569
2:30			1	1	2	14:30			73	87	160	10:00	11:00		237	260	497
2:45			2	1	3	14:45			83	108	191	11:00	12:00		303	289	592
3:00			3	2	5	15:00			88	109	197	12:00	13:00		299	316	615
3:15			3	1	4	15:15			101	118	219	13:00	14:00		301	391	692
3:30			1	2	3	15:30			89	94	183	14:00	15:00		271	353	624
3:45			3	1	4	15:45			104	123	227	15:00	16:00		382	444	826
4:00			2	6	8	16:00			96	127	223	16:00	17:00		390	444	834
4:15			6	3	9	16:15			86	91	177	17:00	18:00		406	461	867
4:30			8	2	10	16:30			101	113	214	18:00	19:00		278	339	617
4:45			5	3	8	16:45			107	113	220	19:00	20:00		235	226	461
5:00			8	4	12	17:00			113	123	236	20:00	21:00		141	172	313
5:15			11	5	16	17:15			100	116	216	21:00	22:00		88	149	237
5:30			12	8	20	17:30			110	126	236	22:00	23:00		37	57	94
5:45			24	8	32	17:45			83	96	179	23:00	00:00		17	35	52
6:00			24	10	34	18:00			73	90	163	STATISTICS					
6:15			28	14	42	18:15			80	97	177		NB	SB	EB	WB	TOTAL
6:30			31	17	48	18:30			65	74	139	Peak Period	00:00 to 12:00				
6:45			50	27	77	18:45			60	78	138	Volume			1748	1465	3213
7:00			48	32	80	19:00			75	73	148	Peak Hour			7:30	11:00	7:30
7:15			54	60	114	19:15			56	62	118	Peak Volume			407	289	683
7:30			103	51	154	19:30			56	41	97	Peak Hour Factor			0.951	0.938	0.802
7:45			107	106	213	19:45			48	50	98	Peak Period	12:00 to 00:00				
8:00			102	55	157	20:00			43	40	83	Volume			2845	3387	6232
8:15			95	64	159	20:15			31	55	86	Peak Hour			16:45	16:45	16:45
8:30			76	63	139	20:30			39	43	82	Peak Volume			430	478	908
8:45			94	58	152	20:45			28	34	62	Peak Hour Factor			0.951	0.948	0.962
9:00			81	73	154	21:00			32	52	84	Peak Period	07:00 to 09:00				
9:15			70	55	125	21:15			19	38	57	Volume			679	489	1168
9:30			70	83	153	21:30			18	36	54	Peak Hour			7:30	7:45	7:30
9:45			65	72	137	21:45			19	23	42	Peak Volume			407	288	683
10:00			47	58	105	22:00			7	20	27	Peak Hour Factor			0.951	0.679	0.802
10:15			54	66	120	22:15			11	14	25	Peak Period	16:00 to 18:00				
10:30			69	61	130	22:30			14	11	25	Volume			796	905	1701
10:45			67	75	142	22:45			5	12	17	Peak Hour			16:45	16:45	16:45
11:00			49	59	108	23:00			5	10	15	Peak Volume			430	478	908
11:15			77	77	154	23:15			2	10	12	Peak Hour Factor			0.951	0.948	0.962
11:30			79	77	156	23:30			6	12	18						
11:45			98	76	174	23:45			4	3	7						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1748</b>	<b>1465</b>	<b>3213</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>2845</b>	<b>3387</b>	<b>6232</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>54%</b>	<b>46%</b>	<b>34%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>46%</b>	<b>54%</b>	<b>66%</b>						



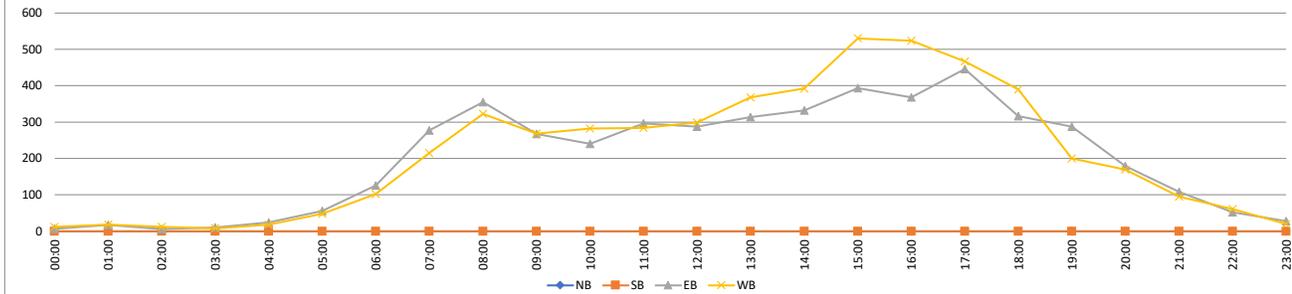
### VOLUME

### Main St Bet Newport Ave & Bryan Ave

Day: Wednesday  
Date: 4/10/2024

City: Tustin  
Project #: CA24\_010052\_008

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS							
						0	0	4,791	5,103	9,894								
15-Minutes Interval											Hourly Intervals							
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00			2	8	10	12:00			60	72	132	00:00	01:00		7	12	19	
0:15			1	2	3	12:15			62	88	150	01:00	02:00		17	18	35	
0:30			2	1	3	12:30			96	61	157	02:00	03:00		6	12	18	
0:45			2	1	3	12:45			69	78	147	03:00	04:00		10	8	18	
1:00			3	1	4	13:00			79	87	166	04:00	05:00		24	18	42	
1:15			4	6	10	13:15			87	100	187	05:00	06:00		56	48	104	
1:30			7	4	11	13:30			81	75	156	06:00	07:00		126	102	228	
1:45			3	7	10	13:45			67	106	173	07:00	08:00		277	215	492	
2:00			2	2	4	14:00			84	85	169	08:00	09:00		355	322	677	
2:15			1	5	6	14:15			68	92	160	09:00	10:00		267	268	535	
2:30			2	2	4	14:30			70	83	153	10:00	11:00		240	282	522	
2:45			1	3	4	14:45			110	132	242	11:00	12:00		296	284	580	
3:00			2	1	3	15:00			95	139	234	12:00	13:00		287	299	586	
3:15			2	2	4	15:15			104	130	234	13:00	14:00		314	368	682	
3:30			3	2	5	15:30			95	112	207	14:00	15:00		332	392	724	
3:45			3	3	6	15:45			99	149	248	15:00	16:00		393	530	923	
4:00			1	6	7	16:00			88	128	216	16:00	17:00		368	523	891	
4:15			7	1	8	16:15			78	126	204	17:00	18:00		446	467	913	
4:30			8	5	13	16:30			93	119	212	18:00	19:00		316	390	706	
4:45			8	6	14	16:45			109	150	259	19:00	20:00		287	200	487	
5:00			7	6	13	17:00			116	116	232	20:00	21:00		179	169	348	
5:15			11	10	21	17:15			104	125	229	21:00	22:00		108	95	203	
5:30			18	13	31	17:30			116	121	237	22:00	23:00		52	61	113	
5:45			20	19	39	17:45			110	105	215	23:00	00:00		28	20	48	
6:00			20	19	39	18:00			80	108	188	STATISTICS						
6:15			33	25	58	18:15			77	104	181	Peak Period		NB	SB	EB	WB	TOTAL
6:30			32	23	55	18:30			82	90	172	Volume		00:00 to 12:00				
6:45			41	35	76	18:45			77	88	165	Peak Hour		7:30 to 8:15		8:15		
7:00			42	37	79	19:00			84	60	144	Peak Volume		362 to 341		685		
7:15			57	43	100	19:15			72	46	118	Peak Hour Factor		0.870 to 0.937		0.941		
7:30			78	65	143	19:30			82	54	136	Peak Period		12:00 to 00:00				
7:45			100	70	170	19:45			49	40	89	Volume		3110 to 3514		6624		
8:00			104	70	174	20:00			59	39	98	Peak Hour		17:00 to 15:00		16:45		
8:15			80	81	161	20:15			41	52	93	Peak Volume		446 to 530		957		
8:30			77	91	168	20:30			39	41	80	Peak Hour Factor		0.961 to 0.889		0.924		
8:45			94	80	174	20:45			40	37	77	Peak Period		07:00 to 09:00				
9:00			93	89	182	21:00			33	27	60	Volume		632 to 537		1169		
9:15			53	80	133	21:15			31	29	60	Peak Hour		7:30 to 8:00		8:00		
9:30			57	43	100	21:30			24	26	50	Peak Volume		362 to 322		677		
9:45			64	56	120	21:45			20	13	33	Peak Hour Factor		0.870 to 0.885		0.973		
10:00			51	65	116	22:00			11	16	27	Peak Period		16:00 to 18:00				
10:15			66	63	129	22:15			20	15	35	Volume		814 to 990		1804		
10:30			54	74	128	22:30			11	18	29	Peak Hour		17:00 to 16:00		16:45		
10:45			69	80	149	22:45			10	12	22	Peak Volume		446 to 523		957		
11:00			59	68	127	23:00			10	8	18	Peak Hour Factor		0.961 to 0.872		0.924		
11:15			67	77	144	23:15			12	3	15							
11:30			78	66	144	23:30			3	4	7							
11:45			92	73	165	23:45			3	5	8							
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1681</b>	<b>1589</b>	<b>3270</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>3110</b>	<b>3514</b>	<b>6624</b>							
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>51%</b>	<b>49%</b>	<b>33%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>47%</b>	<b>53%</b>	<b>67%</b>							



### VOLUME

Mcfadden Ave Bet City Limits & Williams St

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_041

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	12,537	11,497	24,034					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			20	30	50	12:00			193	159	352			
0:15			24	16	40	12:15			162	167	329			
0:30			13	19	32	12:30			170	156	326			
0:45			17	74	17	82	12:45		150	675	172	654	322	1329
1:00			20	25	45	13:00			208	135	343			
1:15			14	10	24	13:15			170	163	333			
1:30			16	10	26	13:30			204	181	385			
1:45			11	61	12	57	13:45		182	764	173	652	355	1416
2:00			17	12	29	14:00			200	160	360			
2:15			13	11	24	14:15			194	176	370			
2:30			8	10	18	14:30			268	203	471			
2:45			6	44	9	42	14:45		271	933	205	744	476	1677
3:00			7	9	16	15:00			259	206	465			
3:15			12	6	18	15:15			256	205	461			
3:30			14	16	30	15:30			302	216	518			
3:45			21	54	27	58	15:45		246	1063	202	829	448	1892
4:00			20	19	39	16:00			271	212	483			
4:15			25	26	51	16:15			235	237	472			
4:30			29	38	67	16:30			337	197	534			
4:45			57	131	59	142	16:45		278	1121	220	866	498	1987
5:00			52	54	106	17:00			301	217	518			
5:15			73	58	131	17:15			302	205	507			
5:30			79	86	165	17:30			270	220	490			
5:45			124	328	130	328	17:45		215	1088	195	837	410	1925
6:00			106	116	222	18:00			251	211	462			
6:15			148	133	281	18:15			209	187	396			
6:30			156	132	288	18:30			196	163	359			
6:45			176	586	153	534	18:45		148	804	167	728	315	1532
7:00			165	154	319	19:00			164	148	312			
7:15			170	186	356	19:15			124	135	259			
7:30			203	216	419	19:30			131	137	268			
7:45			177	715	241	797	19:45		147	566	131	551	278	1117
8:00			173	209	382	20:00			134	121	255			
8:15			170	200	370	20:15			131	110	241			
8:30			172	190	362	20:30			83	99	182			
8:45			146	661	160	759	20:45		99	447	109	439	208	886
9:00			137	134	271	21:00			108	106	214			
9:15			129	120	249	21:15			76	93	169			
9:30			135	118	253	21:30			83	72	155			
9:45			139	540	130	502	21:45		82	349	100	371	182	720
10:00			142	126	268	22:00			71	71	142			
10:15			116	114	230	22:15			58	85	143			
10:30			149	136	285	22:30			61	72	133			
10:45			138	545	136	512	22:45		53	243	70	298	123	541
11:00			149	122	271	23:00			49	56	105			
11:15			130	138	268	23:15			49	53	102			
11:30			155	127	282	23:30			28	33	61			
11:45			156	590	148	535	23:45		29	155	38	180	67	335
<b>TOTALS</b>			4329	4348	8677	<b>TOTALS</b>			8208	7149	15357			
<b>SPLIT %</b>			49.9%	50.1%	36.1%	<b>SPLIT %</b>			53.4%	46.6%	63.9%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	12,537	11,497	24,034

AM Peak Hour			7:15	7:30	7:30	PM Peak Hour			16:30	16:15	16:30
AM Pk Volume			723	866	1589	PM Pk Volume			1218	871	2057
Pk Hr Factor			0.890	0.898	0.948	Pk Hr Factor			0.904	0.919	0.963
7 - 9 Volume	0	0	1376	1556	2932	4 - 6 Volume	0	0	2209	1703	3912
7 - 9 Peak Hour			7:15	7:30	7:30	4 - 6 Peak Hour			16:30	16:15	16:30
7 - 9 Pk Volume	0	0	723	866	1589	4 - 6 Pk Volume	0	0	1218	871	2057
Pk Hr Factor	0.000	0.000	0.890	0.898	0.948	Pk Hr Factor	0.000	0.000	0.904	0.919	0.963

### VOLUME

Mcfadden Ave Bet Pasadena Ave & Newport Ave

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_043

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	8,754	10,373	19,127			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			19	23	42	12:00			124	133	257	
0:15			21	17	38	12:15			125	129	254	
0:30			13	19	32	12:30			123	121	244	
0:45			10	63	18	77	12:45		102	474	142	525
1:00			8	11	19	13:00			143	124	267	
1:15			11	13	24	13:15			111	126	237	
1:30			16	12	28	13:30			112	137	249	
1:45			10	45	13	49	13:45		118	484	156	543
2:00			4	8	12	14:00			112	143	255	
2:15			9	3	12	14:15			125	178	303	
2:30			5	2	7	14:30			176	160	336	
2:45			6	24	5	18	14:45		153	566	198	679
3:00			3	5	8	15:00			169	203	372	
3:15			2	8	10	15:15			186	173	359	
3:30			5	7	12	15:30			174	177	351	
3:45			10	20	14	34	15:45		172	701	230	783
4:00			9	14	23	16:00			166	190	356	
4:15			13	12	25	16:15			178	217	395	
4:30			18	22	40	16:30			174	197	371	
4:45			38	78	37	85	16:45		186	704	204	808
5:00			29	25	54	17:00			203	219	422	
5:15			37	29	66	17:15			224	198	422	
5:30			42	40	82	17:30			173	194	367	
5:45			69	177	58	152	17:45		176	776	193	804
6:00			69	59	128	18:00			177	180	357	
6:15			75	70	145	18:15			159	164	323	
6:30			86	70	156	18:30			146	151	297	
6:45			92	322	99	298	18:45		162	644	146	641
7:00			102	112	214	19:00			121	128	249	
7:15			129	184	313	19:15			99	146	245	
7:30			160	280	440	19:30			108	117	225	
7:45			210	601	294	870	19:45		110	438	123	514
8:00			158	295	453	20:00			84	106	190	
8:15			146	237	383	20:15			102	87	189	
8:30			114	277	391	20:30			85	103	188	
8:45			109	527	194	1003	20:45		80	351	82	378
9:00			109	168	277	21:00			81	117	198	
9:15			123	156	279	21:15			61	74	135	
9:30			96	138	234	21:30			51	70	121	
9:45			114	442	127	589	21:45		47	240	65	326
10:00			93	112	205	22:00			51	69	120	
10:15			99	118	217	22:15			42	62	104	
10:30			84	94	178	22:30			37	48	85	
10:45			88	364	89	413	22:45		52	182	37	216
11:00			98	102	200	23:00			22	44	66	
11:15			128	115	243	23:15			18	37	55	
11:30			103	98	201	23:30			24	25	49	
11:45			123	452	121	436	23:45		15	79	26	132
<b>TOTALS</b>			3115	4024	7139	<b>TOTALS</b>			5639	6349	11988	
<b>SPLIT %</b>			43.6%	56.4%	37.3%	<b>SPLIT %</b>			47.0%	53.0%	62.7%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,754	10,373	19,127		
AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			16:30	16:15	16:30
AM Pk Volume			674	1106	1780	PM Pk Volume			787	837	1605
Pk Hr Factor			0.802	0.937	0.883	Pk Hr Factor			0.878	0.955	0.951
7 - 9 Volume	0	0	1128	1873	3001	4 - 6 Volume	0	0	1480	1612	3092
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			16:30	16:15	16:30
7 - 9 Pk Volume	0	0	674	1106	1780	4 - 6 Pk Volume	0	0	787	837	1605
Pk Hr Factor	0.000	0.000	0.802	0.937	0.883	Pk Hr Factor	0.000	0.000	0.878	0.955	0.951

### VOLUME

Michelle Dr Bet Franklin Ave & Myford Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_044

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,594	2,849	5,443					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			1	2	3	12:00			79	44	123			
0:15			3	2	5	12:15			70	53	123			
0:30			0	1	1	12:30			42	47	89			
0:45			2	6	2	7	4	13	53	244	68	212	121	456
1:00			1	1	2	13:00			47	55	102			
1:15			2	4	6	13:15			47	60	107			
1:30			4	0	4	13:30			61	56	117			
1:45			1	8	0	5	1	13	44	199	54	225	98	424
2:00			3	3	6	14:00			43	41	84			
2:15			0	2	2	14:15			44	47	91			
2:30			5	1	6	14:30			80	46	126			
2:45			2	10	3	9	5	19	56	223	49	183	105	406
3:00			2	1	3	15:00			57	37	94			
3:15			1	1	2	15:15			54	41	95			
3:30			0	1	1	15:30			67	48	115			
3:45			0	3	4	7	4	10	84	262	34	160	118	422
4:00			2	5	7	16:00			79	39	118			
4:15			2	3	5	16:15			59	33	92			
4:30			3	5	8	16:30			119	33	152			
4:45			0	7	11	24	11	31	64	321	29	134	93	455
5:00			5	14	19	17:00			76	23	99			
5:15			3	17	20	17:15			64	28	92			
5:30			1	21	22	17:30			69	24	93			
5:45			6	15	68	120	74	135	34	243	29	104	63	347
6:00			5	29	34	18:00			61	26	87			
6:15			9	27	36	18:15			42	28	70			
6:30			15	35	50	18:30			28	12	40			
6:45			5	34	52	143	57	177	22	153	16	82	38	235
7:00			12	48	60	19:00			22	15	37			
7:15			16	58	74	19:15			15	16	31			
7:30			15	57	72	19:30			15	16	31			
7:45			12	55	83	246	95	301	17	69	11	58	28	127
8:00			17	89	106	20:00			17	21	38			
8:15			18	122	140	20:15			4	7	11			
8:30			32	88	120	20:30			7	10	17			
8:45			24	91	84	383	108	474	8	36	6	44	14	80
9:00			32	80	112	21:00			8	9	17			
9:15			37	63	100	21:15			7	3	10			
9:30			41	77	118	21:30			7	5	12			
9:45			46	156	58	278	104	434	9	31	5	22	14	53
10:00			35	44	79	22:00			4	6	10			
10:15			38	58	96	22:15			2	6	8			
10:30			54	47	101	22:30			0	4	4			
10:45			45	172	57	206	102	378	2	8	9	25	11	33
11:00			59	44	103	23:00			5	1	6			
11:15			58	37	95	23:15			4	4	8			
11:30			50	41	91	23:30			1	1	2			
11:45			68	235	43	165	111	400	3	13	1	7	4	20
<b>TOTALS</b>				792	1593			<b>2385</b>	<b>TOTALS</b>		1802	1256		<b>3058</b>
<b>SPLIT %</b>				33.2%	66.8%			<b>43.8%</b>	<b>SPLIT %</b>		58.9%	41.1%		<b>56.2%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,594	2,849	5,443		
AM Peak Hour			11:30	8:00	8:15	PM Peak Hour			15:45	12:45	15:45
AM Pk Volume			267	383	480	PM Pk Volume			341	239	480
Pk Hr Factor			0.845	0.785	0.857	Pk Hr Factor			0.716	0.879	0.789
7 - 9 Volume	0	0	146	629	775	4 - 6 Volume	0	0	564	238	802
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:30	16:00	16:00
7 - 9 Pk Volume	0	0	91	383	474	4 - 6 Pk Volume	0	0	323	134	455
Pk Hr Factor	0.000	0.000	0.711	0.785	0.846	Pk Hr Factor	0.000	0.000	0.679	0.859	0.748

### VOLUME

Mitchell Ave Bet Carfax Ave & Red Hill Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_048

DAILY TOTALS					NB	SB						Total		
					0	0						6,330		
					3,010		3,320							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			6	7	13	12:00			31	39	70			
0:15			3	3	6	12:15			37	41	78			
0:30			6	1	7	12:30			32	31	63			
0:45			4	19	4	15	8	34	39	139	33	144	72	283
1:00			1	4	5	13:00			42	44	86			
1:15			7	8	15	13:15			45	42	87			
1:30			1	2	3	13:30			55	58	113			
1:45			4	13	0	14	4	27	37	179	71	215	108	394
2:00			0	4	4	14:00			54	60	114			
2:15			2	6	8	14:15			54	54	108			
2:30			2	2	4	14:30			59	67	126			
2:45			2	6	1	13	3	19	61	228	86	267	147	495
3:00			0	2	2	15:00			48	60	108			
3:15			1	0	1	15:15			46	71	117			
3:30			2	4	6	15:30			38	64	102			
3:45			4	7	3	9	7	16	53	185	63	258	116	443
4:00			4	3	7	16:00			49	84	133			
4:15			8	8	16	16:15			48	70	118			
4:30			13	5	18	16:30			32	61	93			
4:45			10	35	11	27	21	62	48	177	75	290	123	467
5:00			10	11	21	17:00			51	87	138			
5:15			15	12	27	17:15			85	85	170			
5:30			19	8	27	17:30			69	92	161			
5:45			21	65	10	41	31	106	68	273	78	342	146	615
6:00			17	13	30	18:00			55	73	128			
6:15			29	10	39	18:15			46	70	116			
6:30			39	14	53	18:30			57	68	125			
6:45			39	124	25	62	64	186	40	198	62	273	102	471
7:00			44	23	67	19:00			52	70	122			
7:15			51	25	76	19:15			52	50	102			
7:30			62	44	106	19:30			38	54	92			
7:45			75	232	55	147	130	379	33	175	46	220	79	395
8:00			72	54	126	20:00			37	44	81			
8:15			41	33	74	20:15			44	49	93			
8:30			47	34	81	20:30			27	43	70			
8:45			39	199	27	148	66	347	30	138	28	164	58	302
9:00			41	32	73	21:00			28	35	63			
9:15			29	29	58	21:15			35	23	58			
9:30			29	33	62	21:30			15	32	47			
9:45			31	130	31	125	62	255	26	104	21	111	47	215
10:00			40	34	74	22:00			25	33	58			
10:15			29	34	63	22:15			17	31	48			
10:30			31	38	69	22:30			22	24	46			
10:45			33	133	39	145	72	278	11	75	14	102	25	177
11:00			34	30	64	23:00			10	16	26			
11:15			33	32	65	23:15			12	16	28			
11:30			28	26	54	23:30			11	9	20			
11:45			41	136	49	137	90	273	7	40	10	51	17	91
<b>TOTALS</b>				1099	883	<b>1982</b>	<b>TOTALS</b>			1911	2437	<b>4348</b>		
<b>SPLIT %</b>				55.4%	44.6%	<b>31.3%</b>	<b>SPLIT %</b>			44.0%	56.0%	<b>68.7%</b>		

DAILY TOTALS					NB	SB						Total
					0	0						6,330
					3,010		3,320					

AM Peak Hour			7:15	7:30	7:15	PM Peak Hour			17:15	17:00	17:00
AM Pk Volume			260	186	438	PM Pk Volume			277	342	615
Pk Hr Factor			0.867	0.845	0.842	Pk Hr Factor			0.815	0.929	0.904
7 - 9 Volume	0	0	431	295	726	4 - 6 Volume	0	0	450	632	1082
7 - 9 Peak Hour			7:15	7:30	7:15	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	260	186	438	4 - 6 Pk Volume	0	0	273	342	615
Pk Hr Factor	0.000	0.000	0.867	0.845	0.842	Pk Hr Factor	0.000	0.000	0.803	0.929	0.904

# VOLUME

Mitchell Ave Bet Red Hill Ave & Browning Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_049

DAILY TOTALS					NB	SB						Total			
					0	0						5,995			
							2,878					3,117			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00			11	5	16		12:00			26	29	55			
0:15			8	6	14		12:15			38	30	68			
0:30			9	4	13		12:30			31	29	60			
0:45			8	36	2	17	12:45			35	130	27	115	62	245
1:00			6	3	9		13:00			29	35	64			
1:15			4	3	7		13:15			31	30	61			
1:30			7	3	10		13:30			43	43	86			
1:45			2	19	1	10	13:45			34	137	42	150	76	287
2:00			1	2	3		14:00			46	52	98			
2:15			1	3	4		14:15			45	46	91			
2:30			2	3	5		14:30			50	66	116			
2:45			3	7	3	11	14:45			79	220	64	228	143	448
3:00			2	0	2		15:00			64	38	102			
3:15			4	3	7		15:15			53	34	87			
3:30			2	7	9		15:30			56	49	105			
3:45			4	12	11	21	15:45			61	234	40	161	101	395
4:00			2	7	9		16:00			59	51	110			
4:15			5	16	21		16:15			46	54	100			
4:30			3	14	17		16:30			49	48	97			
4:45			4	14	27	64	16:45			62	216	51	204	113	420
5:00			4	14	18		17:00			66	52	118			
5:15			8	26	34		17:15			69	56	125			
5:30			2	29	31		17:30			56	49	105			
5:45			8	22	20	89	17:45			68	259	48	205	116	464
6:00			11	31	42		18:00			75	48	123			
6:15			15	40	55		18:15			53	56	109			
6:30			11	44	55		18:30			51	49	100			
6:45			20	57	35	150	18:45			57	236	44	197	101	433
7:00			17	61	78		19:00			53	33	86			
7:15			26	59	85		19:15			49	45	94			
7:30			30	88	118		19:30			46	38	84			
7:45			32	105	134	342	19:45			48	196	29	145	77	341
8:00			28	96	124		20:00			47	36	83			
8:15			44	63	107		20:15			41	27	68			
8:30			40	66	106		20:30			31	21	52			
8:45			31	143	48	273	20:45			33	152	24	108	57	260
9:00			34	39	73		21:00			45	24	69			
9:15			25	46	71		21:15			43	24	67			
9:30			24	36	60		21:30			34	20	54			
9:45			23	106	32	153	21:45			31	153	21	89	52	242
10:00			29	32	61		22:00			28	15	43			
10:15			26	33	59		22:15			33	17	50			
10:30			37	36	73		22:30			33	21	54			
10:45			28	120	36	137	22:45			20	114	17	70	37	184
11:00			29	39	68		23:00			24	10	34			
11:15			33	30	63		23:15			16	8	24			
11:30			22	35	57		23:30			23	6	29			
11:45			26	110	43	147	23:45			17	80	7	31	24	111
<b>TOTALS</b>				751	1414	2165	<b>TOTALS</b>			2127	1703	3830			
<b>SPLIT %</b>				34.7%	65.3%	36.1%	<b>SPLIT %</b>			55.5%	44.5%	63.9%			

DAILY TOTALS					NB	SB						Total
					0	0						5,995
							2,878					3,117

AM Peak Hour			8:15	7:30	7:30	PM Peak Hour			17:15	14:00	17:15
AM Pk Volume			149	381	515	PM Pk Volume			268	228	469
Pk Hr Factor			0.847	0.711	0.776	Pk Hr Factor			0.893	0.864	0.938
7 - 9 Volume	0	0	248	615	863	4 - 6 Volume	0	0	475	409	884
7 - 9 Peak Hour			7:45	7:30	7:30	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	144	381	515	4 - 6 Pk Volume	0	0	259	208	464
Pk Hr Factor	0.000	0.000	0.818	0.711	0.776	Pk Hr Factor	0.000	0.000	0.938	0.929	0.928

**ADT6 Myford Rd between Irvine Blvd and Bryan Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB	SB	PM Period	NB	SB	
0:00	12	2	12:00	72	66	
0:15	3	3	12:15	57	65	
0:30	4	2	12:30	58	51	
0:45	4	2	12:45	52	239	471
1:00	3	0	13:00	50	66	
1:15	4	1	13:15	70	58	
1:30	2	1	13:30	61	66	
1:45	2	1	13:45	55	236	493
2:00	2	1	14:00	62	67	
2:15	2	0	14:15	75	47	
2:30	2	0	14:30	45	54	
2:45	1	1	14:45	59	241	459
3:00	1	2	15:00	66	65	
3:15	0	3	15:15	72	69	
3:30	0	2	15:30	80	56	
3:45	1	2	15:45	76	294	543
4:00	2	3	16:00	73	59	
4:15	1	4	16:15	90	51	
4:30	0	6	16:30	78	53	
4:45	3	8	16:45	65	306	520
5:00	2	5	17:00	88	54	
5:15	1	13	17:15	94	70	
5:30	3	11	17:30	119	60	
5:45	6	17	17:45	99	400	643
6:00	9	26	18:00	105	54	
6:15	8	33	18:15	98	57	
6:30	6	28	18:30	92	71	
6:45	14	37	18:45	82	377	617
7:00	14	43	19:00	77	43	
7:15	23	61	19:15	77	36	
7:30	22	70	19:30	54	39	
7:45	15	93	19:45	59	267	424
8:00	42	83	20:00	58	41	
8:15	49	130	20:15	63	32	
8:30	31	115	20:30	47	29	
8:45	38	160	20:45	40	208	336
9:00	32	97	21:00	37	23	
9:15	39	76	21:15	36	24	
9:30	38	61	21:30	25	15	
9:45	41	150	21:45	27	125	195
10:00	32	59	22:00	18	4	
10:15	43	53	22:15	23	7	
10:30	40	55	22:30	14	8	
10:45	43	158	22:45	21	76	99
11:00	43	56	23:00	12	5	
11:15	48	52	23:15	9	5	
11:30	35	48	23:30	9	1	
11:45	67	193	23:45	12	42	56
<b>Total Vol.</b>	<b>833</b>	<b>1630</b>	<b>2463</b>	<b>2811</b>	<b>2045</b>	<b>4856</b>
						<b>Daily Totals</b>
						NB SB Combined
						3644 3675 7319
<b>AM</b>			<b>PM</b>			
<b>Split %</b>	33.8%	66.2%	<b>33.7%</b>	57.9%	42.1%	<b>66.3%</b>
<b>Peak Hour</b>	11:45	8:15	<b>8:15</b>	17:30	13:15	<b>17:15</b>
<b>Volume</b>	254	428	<b>578</b>	421	258	<b>660</b>
<b>P.H.F.</b>	0.88	0.82	<b>0.81</b>	0.90	0.96	<b>0.92</b>

ADT7 Myford Rd between Bryan Ave and El Camino Real.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB						
0:00	6	2	12:00	65	67						
0:15	3	4	12:15	57	57						
0:30	2	3	12:30	68	43						
0:45	2	13	0	9	22	12:45	65	255	66	233	488
1:00	1	0	13:00	53	68						
1:15	1	0	13:15	69	53						
1:30	2	1	13:30	65	61						
1:45	1	5	1	2	7	13:45	63	250	80	262	512
2:00	1	0	14:00	58	70						
2:15	1	1	14:15	76	50						
2:30	0	1	14:30	50	60						
2:45	0	2	1	3	5	14:45	50	234	53	233	467
3:00	1	0	15:00	54	60						
3:15	0	3	15:15	71	63						
3:30	0	2	15:30	75	73						
3:45	1	2	3	8	10	15:45	71	271	69	265	536
4:00	1	2	16:00	81	60						
4:15	1	3	16:15	78	54						
4:30	0	4	16:30	69	47						
4:45	1	3	9	18	21	16:45	68	296	56	217	513
5:00	2	10	17:00	82	58						
5:15	3	8	17:15	83	64						
5:30	0	7	17:30	112	61						
5:45	3	8	8	33	41	17:45	70	347	67	250	597
6:00	10	22	18:00	82	54						
6:15	10	26	18:15	83	60						
6:30	4	27	18:30	73	71						
6:45	15	39	28	103	142	18:45	74	312	47	232	544
7:00	12	31	19:00	66	40						
7:15	13	52	19:15	76	40						
7:30	17	44	19:30	48	37						
7:45	18	60	57	184	244	19:45	44	234	45	162	396
8:00	33	60	20:00	48	42						
8:15	35	98	20:15	43	26						
8:30	27	109	20:30	36	17						
8:45	39	134	74	341	475	20:45	31	158	23	108	266
9:00	25	78	21:00	36	14						
9:15	39	60	21:15	25	21						
9:30	36	62	21:30	13	12						
9:45	34	134	56	256	390	21:45	18	92	8	55	147
10:00	33	56	22:00	12	4						
10:15	38	53	22:15	11	4						
10:30	40	65	22:30	10	7						
10:45	39	150	76	250	400	22:45	8	41	8	23	64
11:00	46	48	23:00	8	5						
11:15	61	56	23:15	6	2						
11:30	43	65	23:30	5	2						
11:45	58	208	62	231	439	23:45	7	26	2	11	37
<b>Total Vol.</b>	758	1438	<b>2196</b>	2516	2051	<b>4567</b>					

Daily Totals		Combined
NB	SB	
3274	3489	6763

	AM			PM		
<b>Split %</b>	34.5%	65.5%	<b>32.5%</b>	55.1%	44.9%	<b>67.5%</b>
<b>Peak Hour</b>	11:45	8:15	<b>8:15</b>	17:00	15:00	<b>17:00</b>
<b>Volume</b>	248	359	<b>485</b>	347	265	<b>597</b>
<b>P.H.F.</b>	0.91	0.82	<b>0.89</b>	0.87	0.91	<b>0.86</b>

### VOLUME

Myford Rd Bet Michelle Dr & Walnut Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_050

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,534	1,200	0	0	2,734		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	2			3	12:00	36	20			56
0:15	0	1			1	12:15	31	17			48
0:30	4	0			4	12:30	19	21			40
0:45	2	7	1	4	3	12:45	24	110	22	80	190
1:00	0	0			0	13:00	29	21			50
1:15	0	0			0	13:15	25	17			42
1:30	0	1			1	13:30	32	21			53
1:45	0	2	3		2	13:45	21	107	15	74	181
2:00	0	0			0	14:00	20	12			32
2:15	2	2			4	14:15	25	14			39
2:30	3	0			3	14:30	25	20			45
2:45	1	6	0	2	1	14:45	27	97	15	61	158
3:00	1	0			1	15:00	26	11			37
3:15	0	1			1	15:15	23	6			29
3:30	0	1			1	15:30	33	12			45
3:45	0	1	3	5	3	15:45	30	112	8	37	149
4:00	1	4			5	16:00	53	8			61
4:15	0	4			4	16:15	37	14			51
4:30	2	6			8	16:30	49	9			58
4:45	4	7	6	20	10	16:45	40	179	12	43	222
5:00	2	8			10	17:00	47	13			60
5:15	7	13			20	17:15	39	14			53
5:30	3	15			18	17:30	37	13			50
5:45	5	17	31	67	36	17:45	32	155	8	48	203
6:00	2	17			19	18:00	53	9			62
6:15	9	21			30	18:15	23	3			26
6:30	6	20			26	18:30	16	8			24
6:45	7	24	26	84	33	18:45	22	114	9	29	143
7:00	12	45			57	19:00	28	7			35
7:15	10	40			50	19:15	12	6			18
7:30	19	46			65	19:30	17	8			25
7:45	15	56	45	176	60	19:45	12	69	11	32	101
8:00	19	36			55	20:00	16	14			30
8:15	30	35			65	20:15	12	12			24
8:30	18	44			62	20:30	25	9			34
8:45	17	84	44	159	61	20:45	9	62	1	36	98
9:00	17	38			55	21:00	3	3			6
9:15	11	17			28	21:15	6	1			7
9:30	16	26			42	21:30	9	1			10
9:45	14	58	17	98	31	21:45	11	29	2	7	36
10:00	13	19			32	22:00	16	2			18
10:15	12	13			25	22:15	15	1			16
10:30	16	19			35	22:30	37	1			38
10:45	23	64	14	65	37	22:45	3	71	0	4	75
11:00	20	9			29	23:00	2	1			3
11:15	26	20			46	23:15	0	1			1
11:30	26	15			41	23:30	1	0			1
11:45	29	101	20	64	49	23:45	1	4	0	2	6
<b>TOTALS</b>	<b>425</b>	<b>747</b>			<b>1172</b>	<b>TOTALS</b>	<b>1109</b>	<b>453</b>			<b>1562</b>
<b>SPLIT %</b>	<b>36.3%</b>	<b>63.7%</b>			<b>42.9%</b>	<b>SPLIT %</b>	<b>71.0%</b>	<b>29.0%</b>			<b>57.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total	
					1,534	1,200	0	0	2,734	
AM Peak Hour	11:30	7:00		7:30	PM Peak Hour	16:00	12:15		16:30	
AM Pk Volume	122	176		245	PM Pk Volume	179	81		223	
Pk Hr Factor	0.847	0.957		0.942	Pk Hr Factor	0.844	0.920		0.929	
7 - 9 Volume	140	335	0	0	4 - 6 Volume	334	91	0	0	425
7 - 9 Peak Hour	8:00	7:00		7:30	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	84	176	0	0	4 - 6 Pk Volume	179	52	0	0	223
Pk Hr Factor	0.700	0.957	0.000	0.000	Pk Hr Factor	0.844	0.929	0.000	0.000	0.929

### VOLUME

Newport Ave Bet Wass St & Irvine Blvd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_051

DAILY TOTALS					NB	SB	EB	WB	Total		
					15,187	13,328	0	0	28,515		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	12	11			23	12:00	210	188			398
0:15	13	6			19	12:15	243	184			427
0:30	12	6			18	12:30	202	183			385
0:45	10	47	2	25	12	12:45	242	897	197	752	439
1:00	6	9			15	13:00	235	198			433
1:15	8	3			11	13:15	224	175			399
1:30	4	7			11	13:30	219	235			454
1:45	2	20	2	21	4	13:45	246	924	215	823	461
2:00	6	1			7	14:00	235	151			386
2:15	7	4			11	14:15	331	155			486
2:30	5	6			11	14:30	275	281			556
2:45	3	21	1	12	4	14:45	313	1154	284	871	597
3:00	3	1			4	15:00	326	253			579
3:15	4	2			6	15:15	390	235			625
3:30	3	5			8	15:30	381	270			651
3:45	3	13	9	17	12	15:45	358	1455	365	1123	723
4:00	1	10			11	16:00	347	244			591
4:15	9	12			21	16:15	390	213			603
4:30	3	29			32	16:30	386	209			595
4:45	6	19	27	78	33	16:45	408	1531	224	890	632
5:00	8	32			40	17:00	434	221			655
5:15	12	35			47	17:15	416	221			637
5:30	16	48			64	17:30	409	208			617
5:45	34	70	80	195	114	17:45	397	1656	240	890	637
6:00	30	69			99	18:00	367	198			565
6:15	34	78			112	18:15	345	194			539
6:30	52	116			168	18:30	309	169			478
6:45	103	219	195	458	298	18:45	261	1282	169	730	430
7:00	175	224			399	19:00	256	146			402
7:15	165	334			499	19:15	212	140			352
7:30	159	380			539	19:30	200	139			339
7:45	285	784	377	1315	662	19:45	198	866	118	543	316
8:00	300	471			771	20:00	178	104			282
8:15	238	430			668	20:15	172	115			287
8:30	152	363			515	20:30	126	78			204
8:45	169	859	292	1556	461	20:45	135	611	62	359	197
9:00	159	216			375	21:00	117	75			192
9:15	174	199			373	21:15	91	49			140
9:30	156	184			340	21:30	56	35			91
9:45	176	665	192	791	368	21:45	63	327	50	209	113
10:00	187	196			383	22:00	65	38			103
10:15	152	178			330	22:15	49	19			68
10:30	137	187			324	22:30	41	21			62
10:45	172	648	197	758	369	22:45	38	193	17	95	55
11:00	200	195			395	23:00	37	11			48
11:15	215	193			408	23:15	23	13			36
11:30	198	196			394	23:30	16	6			22
11:45	219	832	191	775	410	23:45	18	94	12	42	30
<b>TOTALS</b>	<b>4197</b>	<b>6001</b>			<b>10198</b>	<b>TOTALS</b>	<b>10990</b>	<b>7327</b>			<b>18317</b>
<b>SPLIT %</b>	<b>41.2%</b>	<b>58.8%</b>			<b>35.8%</b>	<b>SPLIT %</b>	<b>60.0%</b>	<b>40.0%</b>			<b>64.2%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					15,187	13,328	0	0	28,515

AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	16:45	15:00			15:15
AM Pk Volume	982	1658			2640	PM Pk Volume	1667	1123			2590
Pk Hr Factor	0.818	0.880			0.856	Pk Hr Factor	0.960	0.769			0.896
7 - 9 Volume	1643	2871	0	0	4514	4 - 6 Volume	3187	1780	0	0	4967
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:45	16:00			17:00
7 - 9 Pk Volume	982	1658	0	0	2640	4 - 6 Pk Volume	1667	890	0	0	2546
Pk Hr Factor	0.818	0.880	0.000	0.000	0.856	Pk Hr Factor	0.960	0.912	0.000	0.000	0.972

### VOLUME

Newport Ave Bet Irvine Blvd & Bryan Ave

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_052

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,364	13,527	0	0	25,891		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	17	10			27	12:00	201	215			416
0:15	14	12			26	12:15	206	199			405
0:30	8	4			12	12:30	231	248			479
0:45	9	48	12	38	21	86	215	853	227	889	442
1:00	3	8			11	13:00	224	191			415
1:15	7	5			12	13:15	218	233			451
1:30	7	2			9	13:30	199	222			421
1:45	5	22	2	17	7	39	203	844	213	859	416
2:00	3	1			4	14:00	236	200			436
2:15	11	5			16	14:15	245	218			463
2:30	2	5			7	14:30	259	248			507
2:45	0	16	3	14	3	30	231	971	286	952	517
3:00	2	1			3	15:00	243	258			501
3:15	3	7			10	15:15	264	238			502
3:30	3	8			11	15:30	305	241			546
3:45	5	13	5	21	10	34	231	1043	244	981	475
4:00	7	6			13	16:00	290	204			494
4:15	6	6			12	16:15	269	226			495
4:30	6	9			15	16:30	296	209			505
4:45	8	27	22	43	30	70	311	1166	243	882	554
5:00	13	16			29	17:00	326	216			542
5:15	15	39			54	17:15	321	232			553
5:30	28	36			64	17:30	356	195			551
5:45	42	98	57	148	99	246	308	1311	244	887	552
6:00	55	50			105	18:00	318	185			503
6:15	46	76			122	18:15	253	182			435
6:30	53	91			144	18:30	241	170			411
6:45	77	231	144	361	221	592	208	1020	157	694	365
7:00	142	172			314	19:00	187	159			346
7:15	99	329			428	19:15	171	177			348
7:30	145	395			540	19:30	174	126			300
7:45	223	609	396	1292	619	1901	142	674	134	596	276
8:00	220	387			607	20:00	131	114			245
8:15	169	486			655	20:15	120	115			235
8:30	124	383			507	20:30	107	95			202
8:45	119	632	338	1594	457	2226	80	438	91	415	171
9:00	123	217			340	21:00	73	74			147
9:15	115	232			347	21:15	73	63			136
9:30	137	205			342	21:30	50	47			97
9:45	164	539	214	868	378	1407	51	247	48	232	99
10:00	146	202			348	22:00	42	35			77
10:15	154	189			343	22:15	28	30			58
10:30	145	192			337	22:30	24	19			43
10:45	186	631	189	772	375	1403	37	131	17	101	54
11:00	168	165			333	23:00	20	18			38
11:15	185	221			406	23:15	11	22			33
11:30	194	214			408	23:30	9	11			20
11:45	202	749	212	812	414	1561	11	51	8	59	19
<b>TOTALS</b>	<b>3615</b>	<b>5980</b>			<b>9595</b>	<b>TOTALS</b>	<b>8749</b>	<b>7547</b>			<b>16296</b>
<b>SPLIT %</b>	<b>37.7%</b>	<b>62.3%</b>			<b>37.1%</b>	<b>SPLIT %</b>	<b>53.7%</b>	<b>46.3%</b>			<b>62.9%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					12,364	13,527	0	0	25,891

AM Peak Hour	11:45	7:30		7:30	PM Peak Hour	16:45	14:30		16:45		
AM Pk Volume	840	1664		2421	PM Pk Volume	1314	1030		2200		
Pk Hr Factor	0.909	0.856		0.924	Pk Hr Factor	0.923	0.900		0.993		
7 - 9 Volume	1241	2886	0	0	4127	4 - 6 Volume	2477	1769	0	0	4246
7 - 9 Peak Hour	7:30	7:30		7:30	4 - 6 Peak Hour	16:45	16:30				16:45
7 - 9 Pk Volume	757	1664	0	0	2421	4 - 6 Pk Volume	1314	900	0	0	2200
Pk Hr Factor	0.849	0.856	0.000	0.000	0.924	Pk Hr Factor	0.923	0.926	0.000	0.000	0.993

### VOLUME

Newport Ave Bet San Juan St & El Camino Real

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_054

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,969	14,747	0	0	27,716		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	18	13			31	12:00	217	260			477
0:15	12	14			26	12:15	256	241			497
0:30	7	12			19	12:30	244	263			507
0:45	9	46	8	47	17	12:45	202	919	237	1001	439
1:00	11	13			24	13:00	237	232			469
1:15	8	3			11	13:15	216	229			445
1:30	8	11			19	13:30	234	238			472
1:45	8	35	3	30	11	13:45	233	920	236	935	469
2:00	9	8			17	14:00	226	231			457
2:15	15	6			21	14:15	250	216			466
2:30	7	10			17	14:30	269	248			517
2:45	5	36	4	28	9	14:45	239	984	267	962	506
3:00	6	3			9	15:00	286	306			592
3:15	3	5			8	15:15	257	243			500
3:30	2	7			9	15:30	272	233			505
3:45	7	18	6	21	13	15:45	263	1078	299	1081	562
4:00	3	9			12	16:00	283	223			506
4:15	16	17			33	16:15	237	229			466
4:30	15	26			41	16:30	304	233			537
4:45	22	56	30	82	52	16:45	277	1101	248	933	525
5:00	18	23			41	17:00	331	293			624
5:15	27	32			59	17:15	319	211			530
5:30	24	51			75	17:30	303	260			563
5:45	39	108	49	155	88	17:45	309	1262	236	1000	545
6:00	48	61			109	18:00	289	252			541
6:15	52	62			114	18:15	243	215			458
6:30	68	102			170	18:30	255	249			504
6:45	87	255	150	375	237	18:45	225	1012	224	940	449
7:00	111	195			306	19:00	215	209			424
7:15	108	250			358	19:15	170	183			353
7:30	159	382			541	19:30	185	182			367
7:45	231	609	322	1149	553	19:45	168	738	198	772	366
8:00	214	403			617	20:00	143	181			324
8:15	158	390			548	20:15	127	146			273
8:30	107	364			471	20:30	91	154			245
8:45	131	610	256	1413	387	20:45	108	469	122	603	230
9:00	169	212			381	21:00	99	134			233
9:15	164	205			369	21:15	93	134			227
9:30	155	178			333	21:30	67	101			168
9:45	179	667	193	788	372	21:45	69	328	83	452	152
10:00	156	190			346	22:00	55	90			145
10:15	162	182			344	22:15	37	70			107
10:30	170	173			343	22:30	36	45			81
10:45	163	651	197	742	360	22:45	44	172	37	242	81
11:00	177	214			391	23:00	26	34			60
11:15	196	217			413	23:15	29	41			70
11:30	215	238			453	23:30	23	29			52
11:45	208	796	210	879	418	23:45	21	99	13	117	34
<b>TOTALS</b>	<b>3887</b>	<b>5709</b>			<b>9596</b>	<b>TOTALS</b>	<b>9082</b>	<b>9038</b>			<b>18120</b>
<b>SPLIT %</b>	<b>40.5%</b>	<b>59.5%</b>			<b>34.6%</b>	<b>SPLIT %</b>	<b>50.1%</b>	<b>49.9%</b>			<b>65.4%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					12,969	14,747	0	0	27,716

AM Peak Hour	11:45	7:30		7:30	PM Peak Hour	17:00	15:00		17:00		
AM Pk Volume	925	1497		2259	PM Pk Volume	1262	1081		2262		
Pk Hr Factor	0.903	0.929		0.915	Pk Hr Factor	0.953	0.883		0.906		
7 - 9 Volume	1219	2562	0	0	3781	4 - 6 Volume	2363	1933	0	0	4296
7 - 9 Peak Hour	7:30	7:30		7:30	4 - 6 Peak Hour	17:00	16:45				17:00
7 - 9 Pk Volume	762	1497	0	0	2259	4 - 6 Pk Volume	1262	1012	0	0	2262
Pk Hr Factor	0.825	0.929	0.000	0.000	0.915	Pk Hr Factor	0.953	0.863	0.000	0.000	0.906

### VOLUME

Newport Ave Bet Nisson Rd & Walnut Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_056

DAILY TOTALS					NB	SB	EB	WB	Total		
					13,471	16,175	0	0	29,646		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	18	42			60	12:00	218	213			431
0:15	27	31			58	12:15	246	230			476
0:30	16	19			35	12:30	236	234			470
0:45	12	73	18	110	30 183	12:45	190	890	223	900	413 1790
1:00	9	18			27	13:00	228	240			468
1:15	6	21			27	13:15	204	240			444
1:30	15	13			28	13:30	218	267			485
1:45	8	38	8	60	16 98	13:45	192	842	257	1004	449 1846
2:00	12	12			24	14:00	218	225			443
2:15	8	11			19	14:15	217	232			449
2:30	9	6			15	14:30	238	268			506
2:45	13	42	6	35	19 77	14:45	232	905	283	1008	515 1913
3:00	8	8			16	15:00	256	301			557
3:15	6	7			13	15:15	288	269			557
3:30	6	14			20	15:30	231	247			478
3:45	11	31	15	44	26 75	15:45	274	1049	328	1145	602 2194
4:00	10	14			24	16:00	257	263			520
4:15	13	12			25	16:15	215	250			465
4:30	20	25			45	16:30	282	244			526
4:45	32	75	39	90	71 165	16:45	321	1075	307	1064	628 2139
5:00	32	40			72	17:00	294	318			612
5:15	55	44			99	17:15	331	295			626
5:30	40	73			113	17:30	274	319			593
5:45	71	198	85	242	156 440	17:45	326	1225	313	1245	639 2470
6:00	64	87			151	18:00	255	292			547
6:15	74	101			175	18:15	263	279			542
6:30	104	108			212	18:30	233	222			455
6:45	123	365	166	462	289 827	18:45	242	993	261	1054	503 2047
7:00	163	207			370	19:00	202	232			434
7:15	153	290			443	19:15	166	196			362
7:30	217	395			612	19:30	170	204			374
7:45	294	827	381	1273	675 2100	19:45	151	689	187	819	338 1508
8:00	270	395			665	20:00	142	169			311
8:15	189	465			654	20:15	148	180			328
8:30	158	371			529	20:30	105	141			246
8:45	148	765	298	1529	446 2294	20:45	133	528	135	625	268 1153
9:00	186	266			452	21:00	118	166			284
9:15	148	242			390	21:15	95	123			218
9:30	176	183			359	21:30	83	118			201
9:45	157	667	204	895	361 1562	21:45	87	383	105	512	192 895
10:00	148	191			339	22:00	69	96			165
10:15	153	181			334	22:15	80	85			165
10:30	166	172			338	22:30	64	80			144
10:45	164	631	180	724	344 1355	22:45	53	266	65	326	118 592
11:00	192	173			365	23:00	37	61			98
11:15	206	204			410	23:15	45	67			112
11:30	177	201			378	23:30	26	49			75
11:45	199	774	219	797	418 1571	23:45	32	140	35	212	67 352
<b>TOTALS</b>	<b>4486</b>	<b>6261</b>			<b>10747</b>	<b>TOTALS</b>	<b>8985</b>	<b>9914</b>			<b>18899</b>
<b>SPLIT %</b>	<b>41.7%</b>	<b>58.3%</b>			<b>36.3%</b>	<b>SPLIT %</b>	<b>47.5%</b>	<b>52.5%</b>			<b>63.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					13,471	16,175	0	0	29,646

AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	16:30	17:00			17:00
AM Pk Volume	970	1636			2606	PM Pk Volume	1228	1245			2470
Pk Hr Factor	0.825	0.880			0.965	Pk Hr Factor	0.927	0.976			0.966
7 - 9 Volume	1592	2802	0	0	4394	4 - 6 Volume	2300	2309	0	0	4609
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:30	17:00			17:00
7 - 9 Pk Volume	970	1636			2606	4 - 6 Pk Volume	1228	1245	0	0	2470
Pk Hr Factor	0.825	0.880	0.000	0.000	0.965	Pk Hr Factor	0.927	0.976	0.000	0.000	0.966

### VOLUME

Nisson Rd Bet Newport Ave & Red Hill Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_058

DAILY TOTALS					NB	SB						Total			
					0	0						5,653			
					4,048		1,605								
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00			9	4	13		12:00			47	25	72			
0:15			7	1	8		12:15			69	15	84			
0:30			1	4	5		12:30			56	29	85			
0:45			7	24	4	13	12:45			60	232	21	90	81	322
1:00			3	2	5		13:00			67	28	95			
1:15			2	1	3		13:15			50	34	84			
1:30			4	3	7		13:30			68	16	84			
1:45			3	12	0	6	13:45			66	251	20	98	86	349
2:00			0	3	3		14:00			54	28	82			
2:15			3	1	4		14:15			83	27	110			
2:30			6	2	8		14:30			81	33	114			
2:45			5	14	3	9	14:45			87	305	48	136	135	441
3:00			2	0	2		15:00			74	27	101			
3:15			3	1	4		15:15			50	28	78			
3:30			1	0	1		15:30			57	32	89			
3:45			3	9	2	3	15:45			65	246	36	123	101	369
4:00			2	0	2		16:00			79	26	105			
4:15			5	0	5		16:15			85	36	121			
4:30			12	1	13		16:30			77	36	113			
4:45			6	25	0	1	16:45			73	314	32	130	105	444
5:00			11	2	13		17:00			89	47	136			
5:15			15	2	17		17:15			93	33	126			
5:30			22	3	25		17:30			75	37	112			
5:45			18	66	4	11	17:45			71	328	32	149	103	477
6:00			23	3	26		18:00			76	36	112			
6:15			22	10	32		18:15			74	38	112			
6:30			36	9	45		18:30			76	33	109			
6:45			39	120	10	32	18:45			69	295	26	133	95	428
7:00			53	13	66		19:00			54	32	86			
7:15			75	20	95		19:15			44	22	66			
7:30			114	20	134		19:30			43	18	61			
7:45			126	368	43	96	19:45			40	181	18	90	58	271
8:00			112	38	150		20:00			60	10	70			
8:15			62	25	87		20:15			30	9	39			
8:30			84	31	115		20:30			41	11	52			
8:45			66	324	26	120	20:45			34	165	9	39	43	204
9:00			46	17	63		21:00			40	8	48			
9:15			40	20	60		21:15			23	17	40			
9:30			51	19	70		21:30			32	12	44			
9:45			38	175	18	74	21:45			27	122	9	46	36	168
10:00			28	20	48		22:00			22	10	32			
10:15			48	10	58		22:15			31	6	37			
10:30			55	21	76		22:30			16	6	22			
10:45			37	168	14	65	22:45			14	83	5	27	19	110
11:00			45	23	68		23:00			16	8	24			
11:15			48	22	70		23:15			13	6	19			
11:30			49	15	64		23:30			4	1	5			
11:45			39	181	34	94	23:45			7	40	5	20	12	60
<b>TOTALS</b>				1486	524	<b>2010</b>	<b>TOTALS</b>			2562	1081	<b>3643</b>			
<b>SPLIT %</b>				73.9%	26.1%	<b>35.6%</b>	<b>SPLIT %</b>			70.3%	29.7%	<b>64.4%</b>			

DAILY TOTALS					NB	SB						Total
					0	0						5,653
					4,048		1,605					
AM Peak Hour			7:15	7:45	7:15	PM Peak Hour			16:30	16:15	16:30	
AM Pk Volume			427	137	548	PM Pk Volume			332	151	480	
Pk Hr Factor			0.847	0.797	0.811	Pk Hr Factor			0.892	0.803	0.882	
7 - 9 Volume	0	0	692	216	908	4 - 6 Volume	0	0	642	279	921	
7 - 9 Peak Hour			7:15	7:45	7:15	4 - 6 Peak Hour			16:30	16:15	16:30	
7 - 9 Pk Volume	0	0	427	137	548	4 - 6 Pk Volume	0	0	332	151	480	
Pk Hr Factor	0.000	0.000	0.847	0.797	0.811	Pk Hr Factor	0.000	0.000	0.892	0.803	0.882	

# VOLUME

Nisson Rd Bet Red Hill Ave & Browning Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_059

DAILY TOTALS					NB	SB						Total			
					0	0						6,860			
					3,477					3,383					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00			13	6	19		12:00			37	41	78			
0:15			18	12	30		12:15			46	53	99			
0:30			14	3	17		12:30			51	38	89			
0:45			11	56	8	29	12:45			35	169	46	178		
1:00			6	2	8		13:00			50	47	97			
1:15			4	1	5		13:15			50	54	104			
1:30			3		9		13:30			66	50	116			
1:45			1	14	0	9	13:45			44	210	69	220		
2:00			5	1	6		14:00			56	43	99			
2:15			3	6	9		14:15			58	64	122			
2:30			8	4	12		14:30			57	71	128			
2:45			4	20	6	17	14:45			97	268	72	250		
3:00			2	3	5		15:00			83	66	149			
3:15			4	4	8		15:15			53	62	115			
3:30			3	3	6		15:30			54	58	112			
3:45			5	14	10	20	15:45			71	261	61	247		
4:00			2	5	7		16:00			64	53	117			
4:15			3	7	10		16:15			61	53	114			
4:30			5	10	15		16:30			57	62	119			
4:45			6	16	19	41	16:45			66	248	46	214		
5:00			2	11	13		17:00			74	62	136			
5:15			5	22	27		17:15			82	65	147			
5:30			5	29	34		17:30			68	63	131			
5:45			12	24	24	86	17:45			77	301	60	250		
6:00			9	20	29		18:00			72	44	116			
6:15			10	31	41		18:15			84	65	149			
6:30			20	41	61		18:30			82	70	152			
6:45			15	54	44	136	18:45			61	299	65	244		
7:00			20	36	56		19:00			56	59	115			
7:15			32	46	78		19:15			62	48	110			
7:30			47	62	109		19:30			45	46	91			
7:45			67	166	81	225	19:45			44	207	36	189		
8:00			53	72	125		20:00			64	40	104			
8:15			47	56	103		20:15			43	32	75			
8:30			48	50	98		20:30			35	21	56			
8:45			43	191	44	222	20:45			47	189	26	119		
9:00			41	32	73		21:00			43	20	63			
9:15			26	43	69		21:15			48	21	69			
9:30			36	44	80		21:30			43	27	70			
9:45			23	126	45	164	21:45			33	167	19	87		
10:00			29	39	68		22:00			29	15	44			
10:15			35	26	61		22:15			37	21	58			
10:30			39	42	81		22:30			28	17	45			
10:45			34	137	37	144	22:45			17	111	11	64		
11:00			31	36	67		23:00			28	16	44			
11:15			51	48	99		23:15			16	17	33			
11:30			39	53	92		23:30			8	5	13			
11:45			44	165	45	182	23:45			12	64	8	46		
<b>TOTALS</b>				983	1275	<b>2258</b>	<b>TOTALS</b>			2494	2108	<b>4602</b>			
<b>SPLIT %</b>				43.5%	56.5%	<b>32.9%</b>	<b>SPLIT %</b>			54.2%	45.8%	<b>67.1%</b>			

DAILY TOTALS					NB	SB						Total			
					0	0						6,860			
					3,477					3,383					

AM Peak Hour			7:45	7:30	7:30	PM Peak Hour			17:45	14:15	14:15
AM Pk Volume			215	271	485	PM Pk Volume			315	273	568
Pk Hr Factor			0.802	0.836	0.819	Pk Hr Factor			0.938	0.948	0.840
7 - 9 Volume	0	0	357	447	804	4 - 6 Volume	0	0	549	464	1013
7 - 9 Peak Hour			7:45	7:30	7:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	215	271	485	4 - 6 Pk Volume	0	0	301	250	551
Pk Hr Factor	0.000	0.000	0.802	0.836	0.819	Pk Hr Factor	0.000	0.000	0.918	0.962	0.937

### VOLUME

Old Irvine Blvd Bet Newport Ave & Irvine Blvd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_060

DAILY TOTALS					NB	SB						Total
					0	0						11,368
							3,817		7,551			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL
0:00			3	4	7		12:00			47	104	151
0:15			1	7	8		12:15			49	115	164
0:30			0	4	4		12:30			54	112	166
0:45			0	4	2	21	12:45			56	206	185
1:00			2	1	3		13:00			56	125	181
1:15			0	6	6		13:15			50	109	159
1:30			1	0	1		13:30			86	102	188
1:45			0	3	0	7	13:45			53	245	169
2:00			0	2	2		14:00			57	127	184
2:15			1	3	4		14:15			51	148	199
2:30			1	1	2		14:30			85	144	229
2:45			1	3	1	7	14:45			82	275	243
3:00			0	4	4		15:00			72	156	228
3:15			0	3	3		15:15			61	195	256
3:30			1	0	1		15:30			85	189	274
3:45			4	5	0	7	15:45			89	307	260
4:00			3	0	3		16:00			72	192	264
4:15			5	3	8		16:15			65	195	260
4:30			9	1	10		16:30			52	185	237
4:45			6	23	1	5	16:45			52	241	256
5:00			8	4	12		17:00			79	217	296
5:15			9	6	15		17:15			65	189	254
5:30			16	8	24		17:30			70	231	301
5:45			18	51	17	35	17:45			53	267	240
6:00			21	15	36		18:00			57	184	241
6:15			18	14	32		18:15			58	156	214
6:30			36	19	55		18:30			60	174	234
6:45			50	125	37	85	18:45			44	219	184
7:00			69	77	146		19:00			45	123	168
7:15			76	72	148		19:15			39	121	160
7:30			90	75	165		19:30			37	114	151
7:45			113	348	120	344	19:45			37	158	137
8:00			160	128	288		20:00			34	91	125
8:15			119	117	236		20:15			33	88	121
8:30			87	87	174		20:30			28	68	96
8:45			71	437	85	417	20:45			19	114	81
9:00			72	71	143		21:00			21	72	93
9:15			67	86	153		21:15			13	52	65
9:30			52	76	128		21:30			14	35	49
9:45			64	255	68	301	21:45			10	58	36
10:00			72	88	160		22:00			6	29	35
10:15			50	72	122		22:15			2	27	29
10:30			55	79	134		22:30			3	24	27
10:45			62	239	101	340	22:45			3	14	21
11:00			55	103	158		23:00			2	15	17
11:15			58	103	161		23:15			2	12	14
11:30			44	104	148		23:30			0	2	2
11:45			59	216	127	437	23:45			0	4	13
TOTALS			1709	2002	3711		TOTALS			2108	5549	7657
SPLIT %			46.1%	53.9%	32.6%		SPLIT %			27.5%	72.5%	67.4%

DAILY TOTALS					NB	SB						Total
					0	0						11,368
							3,817		7,551			

AM Peak Hour			7:30	11:45	7:45	PM Peak Hour			15:30	16:45	16:45
AM Pk Volume			482	458	931	PM Pk Volume			311	841	1107
Pk Hr Factor			0.753	0.902	0.808	Pk Hr Factor			0.874	0.910	0.919
7 - 9 Volume	0	0	785	761	1546	4 - 6 Volume	0	0	508	1600	2108
7 - 9 Peak Hour			7:30	7:45	7:45	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	482	452	931	4 - 6 Pk Volume	0	0	267	841	1107
Pk Hr Factor	0.000	0.000	0.753	0.883	0.808	Pk Hr Factor	0.000	0.000	0.845	0.910	0.919

ADT52 Park Ave between Jamboree Rd and Warner Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	1	3	12:00	29	108	
0:15	2	4	12:15	28	100	
0:30	1	7	12:30	31	100	
0:45	2 6	2 16	12:45	35 123	102 410	533
1:00	0	4	13:00	32	98	
1:15	1	1	13:15	25	95	
1:30	2	8	13:30	21	104	
1:45	2 5	7 20	13:45	22 100	94 391	491
2:00	0	6	14:00	28	110	
2:15	0	6	14:15	29	91	
2:30	0	4	14:30	29	104	
2:45	3 3	9 25	14:45	22 108	110 415	523
3:00	1	9	15:00	36	112	
3:15	1	10	15:15	40	106	
3:30	0	9	15:30	31	130	
3:45	0 2	23 51	15:45	29 136	127 475	611
4:00	5	11	16:00	37	130	
4:15	0	12	16:15	30	130	
4:30	0	13	16:30	39	112	
4:45	0 5	33 69	16:45	33 139	105 477	616
5:00	1	33	17:00	37	134	
5:15	1	39	17:15	46	151	
5:30	4	49	17:30	44	154	
5:45	4 10	37 158	17:45	44 171	142 581	752
6:00	1	54	18:00	35	164	
6:15	7	63	18:15	28	114	
6:30	12	49	18:30	34	97	
6:45	10 30	58 224	18:45	30 127	122 497	624
7:00	8	83	19:00	35	99	
7:15	11	80	19:15	42	95	
7:30	13	80	19:30	34	75	
7:45	5 37	121 364	19:45	33 144	98 367	511
8:00	15	118	20:00	31	56	
8:15	8	175	20:15	25	39	
8:30	20	214	20:30	23	54	
8:45	11 54	232 739	20:45	28 107	35 184	291
9:00	15	157	21:00	16	26	
9:15	14	95	21:15	19	33	
9:30	21	106	21:30	14	35	
9:45	13 63	99 457	21:45	9 58	19 113	171
10:00	8	109	22:00	13	14	
10:15	21	123	22:15	8	10	
10:30	20	101	22:30	5	11	
10:45	22 71	85 418	22:45	1 27	17 52	79
11:00	24	96	23:00	3	11	
11:15	25	102	23:15	6	6	
11:30	25	91	23:30	8	7	
11:45	30 104	112 401	23:45	3 20	6 30	50
<b>Total Vol.</b>	<b>390</b>	<b>2942</b>	<b>3332</b>	<b>1260</b>	<b>3992</b>	<b>5252</b>

Daily Totals		Combined
NB	SB	
1650	6934	8584

	AM		38.8%	PM		61.2%
<b>Split %</b>	11.7%	88.3%		24.0%	76.0%	
<b>Peak Hour</b>	11:45	8:15	<b>8:15</b>	17:00	17:15	<b>17:15</b>
<b>Volume</b>	118	778	<b>832</b>	171	611	<b>780</b>
<b>P.H.F.</b>	0.95	0.84	<b>0.86</b>	0.93	0.93	<b>0.98</b>

ADT53 Park Ave between Warner Ave and The District.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB	
0:00	6		0		12:00	99		92	
0:15	3		2		12:15	89		84	
0:30	3		1		12:30	94		101	
0:45	2	14	2	5	12:45	79	361	107	384
1:00	2		1		13:00	91		91	
1:15	2		0		13:15	91		106	
1:30	0		3		13:30	84		85	
1:45	0	4	1	5	13:45	91	357	103	385
2:00	0		1		14:00	85		89	
2:15	0		0		14:15	65		89	
2:30	2		0		14:30	85		84	
2:45	0	2	1	2	14:45	76	311	119	381
3:00	0		1		15:00	79		103	
3:15	0		0		15:15	86		69	
3:30	0		1		15:30	85		91	
3:45	3	3	0	2	15:45	94	344	107	370
4:00	3		2		16:00	82		73	
4:15	1		1		16:15	88		97	
4:30	1		1		16:30	75		99	
4:45	5	10	3	7	16:45	88	333	80	349
5:00	5		4		17:00	107		98	
5:15	3		17		17:15	107		97	
5:30	19		19		17:30	106		115	
5:45	18	45	21	61	17:45	96	416	100	410
6:00	21		27		18:00	96		115	
6:15	13		21		18:15	100		100	
6:30	24		25		18:30	89		124	
6:45	26	84	38	111	18:45	107	392	109	448
7:00	24		30		19:00	85		98	
7:15	20		36		19:15	80		105	
7:30	18		37		19:30	65		101	
7:45	29	91	41	144	19:45	86	316	92	396
8:00	26		42		20:00	71		77	
8:15	30		43		20:15	52		69	
8:30	28		65		20:30	48		82	
8:45	35	119	63	213	20:45	54	225	61	289
9:00	40		57		21:00	52		34	
9:15	42		48		21:15	32		44	
9:30	61		49		21:30	18		24	
9:45	63	206	45	199	21:45	23	125	15	117
10:00	62		59		22:00	16		9	
10:15	67		68		22:15	9		9	
10:30	63		75		22:30	5		13	
10:45	72	264	79	281	22:45	6	36	15	46
11:00	78		70		23:00	4		1	
11:15	96		95		23:15	5		4	
11:30	88		78		23:30	2		8	
11:45	81	343	77	320	23:45	4	15	4	17

**Total Vol.** 1185 1350 **2535** 3231 3592 **6823**

Daily Totals		
EB	WB	Combined
4416	4942	<b>9358</b>

	AM			PM		
<b>Split %</b>	46.7%	53.3%	<b>27.1%</b>	47.4%	52.6%	<b>72.9%</b>
<b>Peak Hour</b>	11:15	11:45	<b>11:45</b>	17:00	18:00	<b>18:00</b>
<b>Volume</b>	364	354	<b>717</b>	416	448	<b>840</b>
<b>P.H.F.</b>	0.92	0.88	<b>0.92</b>	0.97	0.90	<b>0.97</b>

82

### VOLUME

Parkcenter Ln Bet Tustin Ranch Rd & Bryan Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_062

DAILY TOTALS					NB	SB	EB	WB	Total		
					829	800	0	0	1,629		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	2	0			2	12:00	12	7			19
0:15	2	2			4	12:15	14	7			21
0:30	4	1			5	12:30	10	9			19
0:45	1	9	0	3	12	12:45	7	43	11	34	77
1:00	0	0			0	13:00	11	15			26
1:15	0	0			0	13:15	9	9			18
1:30	0	0			0	13:30	22	13			35
1:45	0	0			0	13:45	15	57	17	54	111
2:00	0	0			0	14:00	10	13			23
2:15	0	1			1	14:15	18	12			30
2:30	1	0			1	14:30	19	13			32
2:45	0	1	0	1	2	14:45	17	64	32	70	134
3:00	0	0			0	15:00	12	50			62
3:15	0	0			0	15:15	11	15			26
3:30	0	0			0	15:30	14	17			31
3:45	0	0			0	15:45	11	48	22	104	152
4:00	0	0			0	16:00	21	18			39
4:15	0	0			0	16:15	16	15			31
4:30	1	0			1	16:30	18	17			35
4:45	0	1	1	1	2	16:45	17	72	24	74	146
5:00	0	1			1	17:00	16	20			36
5:15	0	0			0	17:15	22	15			37
5:30	0	2			2	17:30	20	21			41
5:45	1	1	0	3	4	17:45	15	73	10	66	139
6:00	2	0			2	18:00	20	22			42
6:15	1	1			2	18:15	19	12			31
6:30	3	3			6	18:30	19	10			29
6:45	5	11	3	7	18	18:45	13	71	6	50	121
7:00	4	6			10	19:00	11	11			22
7:15	10	9			19	19:15	13	11			24
7:30	26	15			41	19:30	12	4			16
7:45	32	72	19	49	121	19:45	9	45	9	35	80
8:00	33	29			62	20:00	9	6			15
8:15	16	48			64	20:15	13	8			21
8:30	9	25			34	20:30	6	6			12
8:45	12	70	15	117	187	20:45	12	40	5	25	65
9:00	5	6			11	21:00	6	4			10
9:15	9	9			18	21:15	8	7			15
9:30	12	7			19	21:30	6	2			8
9:45	9	35	8	30	65	21:45	5	25	2	15	40
10:00	5	3			8	22:00	5	0			5
10:15	7	8			15	22:15	6	1			7
10:30	10	9			19	22:30	7	1			8
10:45	6	28	6	26	54	22:45	3	21	1	3	24
11:00	9	4			13	23:00	0	1			1
11:15	8	9			17	23:15	3	0			3
11:30	7	10			17	23:30	1	0			1
11:45	12	36	9	32	68	23:45	2	6	0	1	7
<b>TOTALS</b>	<b>264</b>	<b>269</b>			<b>533</b>	<b>TOTALS</b>	<b>565</b>	<b>531</b>			<b>1096</b>
<b>SPLIT %</b>	<b>49.5%</b>	<b>50.5%</b>			<b>32.7%</b>	<b>SPLIT %</b>	<b>51.6%</b>	<b>48.4%</b>			<b>67.3%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					829	800	0	0	1,629

AM Peak Hour	7:30	7:45			7:30	PM Peak Hour	17:15	14:45			14:15
AM Pk Volume	107	121			218	PM Pk Volume	77	114			173
Pk Hr Factor	0.811	0.630			0.852	Pk Hr Factor	0.875	0.570			0.698
7 - 9 Volume	142	166	0	0	308	4 - 6 Volume	145	140	0	0	285
7 - 9 Peak Hour	7:30	7:45			7:30	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	107	121	0	0	218	4 - 6 Pk Volume	75	80	0	0	155
Pk Hr Factor	0.811	0.630	0.000	0.000	0.852	Pk Hr Factor	0.852	0.833	0.000	0.000	0.945

### VOLUME

Parkcenter Ln Bet Bryan Ave & El Camino Real

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_063

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,057	947	0	0	2,004		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	5	11			16
0:15	0	0			0	12:15	13	13			26
0:30	0	0			0	12:30	20	14			34
0:45	1	1	0		1	12:45	17	55	11	49	28
1:00	1	1			2	13:00	11	14			25
1:15	0	0			0	13:15	13	15			28
1:30	2	0			2	13:30	25	10			35
1:45	0	3	1	2	1	13:45	12	61	17	56	29
2:00	0	0			0	14:00	16	19			35
2:15	0	0			0	14:15	19	15			34
2:30	1	0			1	14:30	28	16			44
2:45	0	1	0		0	14:45	31	94	39	89	70
3:00	0	0			0	15:00	33	40			73
3:15	0	1			1	15:15	10	22			32
3:30	1	0			1	15:30	10	20			30
3:45	0	1	0	1	0	15:45	14	67	19	101	33
4:00	0	0			0	16:00	15	24			39
4:15	1	0			1	16:15	15	14			29
4:30	2	0			2	16:30	17	21			38
4:45	2	5	0		2	16:45	16	63	20	79	36
5:00	2	0			2	17:00	13	15			28
5:15	1	0			1	17:15	23	15			38
5:30	5	1			6	17:30	19	23			42
5:45	5	13	2	3	7	17:45	14	69	20	73	34
6:00	5	0			5	18:00	9	31			40
6:15	10	0			10	18:15	17	21			38
6:30	8	2			10	18:30	12	24			36
6:45	16	39	1	3	17	18:45	8	46	27	103	35
7:00	22	5			27	19:00	15	20			35
7:15	23	11			34	19:15	13	11			24
7:30	46	9			55	19:30	14	10			24
7:45	68	159	15	40	83	19:45	8	50	17	58	25
8:00	55	26			81	20:00	8	10			18
8:15	16	33			49	20:15	9	10			19
8:30	18	13			31	20:30	8	14			22
8:45	19	108	8	80	27	20:45	5	30	9	43	14
9:00	9	8			17	21:00	11	15			26
9:15	9	9			18	21:15	6	4			10
9:30	15	7			22	21:30	3	6			9
9:45	16	49	3	27	19	21:45	4	24	9	34	13
10:00	8	9			17	22:00	4	5			9
10:15	10	9			19	22:15	1	8			9
10:30	12	6			18	22:30	3	6			9
10:45	17	47	12	36	29	22:45	4	12	4	23	8
11:00	11	10			21	23:00	2	3			5
11:15	12	8			20	23:15	3	2			5
11:30	15	14			29	23:30	2	3			5
11:45	15	53	6	38	21	23:45	0	7	1	9	1
<b>TOTALS</b>	<b>479</b>	<b>230</b>			<b>709</b>	<b>TOTALS</b>	<b>578</b>	<b>717</b>			<b>1295</b>
<b>SPLIT %</b>	<b>67.6%</b>	<b>32.4%</b>			<b>35.4%</b>	<b>SPLIT %</b>	<b>44.6%</b>	<b>55.4%</b>			<b>64.6%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					1,057	947	0	0	2,004

AM Peak Hour	7:15	7:45			7:30	PM Peak Hour	14:15	14:45			14:15
AM Pk Volume	192	87			268	PM Pk Volume	111	121			221
Pk Hr Factor	0.706	0.659			0.807	Pk Hr Factor	0.841	0.756			0.757
7 - 9 Volume	267	120	0	0	387	4 - 6 Volume	132	152	0	0	284
7 - 9 Peak Hour	7:15	7:45			7:30	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	192	87	0	0	268	4 - 6 Pk Volume	71	79	0	0	144
Pk Hr Factor	0.706	0.659	0.000	0.000	0.807	Pk Hr Factor	0.772	0.823	0.000	0.000	0.857

### VOLUME

Pasadena Ave Bet McFadden Ave & Sycamore Ave

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_065

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,934	8,529	0	0	13,463		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	17	24			41	12:00	81	93			174
0:15	14	19			33	12:15	74	105			179
0:30	9	11			20	12:30	68	103			171
0:45	7	47	16	70	23	12:45	58	281	120	421	178
1:00	9	14			23	13:00	59	103			162
1:15	11	11			22	13:15	62	138			200
1:30	14	12			26	13:30	73	144			217
1:45	6	40	9	46	15	13:45	76	270	133	518	209
2:00	3	9			12	14:00	65	126			191
2:15	5	8			13	14:15	50	127			177
2:30	2	15			17	14:30	74	204			278
2:45	5	15	9	41	14	14:45	96	285	177	634	273
3:00	3	8			11	15:00	62	188			250
3:15	0	14			14	15:15	87	170			257
3:30	7	25			32	15:30	67	148			215
3:45	2	12	26	73	28	15:45	68	284	156	662	224
4:00	9	19			28	16:00	83	139			222
4:15	9	29			38	16:15	73	164			237
4:30	17	59			76	16:30	71	153			224
4:45	18	53	52	159	70	16:45	74	301	129	585	203
5:00	12	64			76	17:00	58	150			208
5:15	18	76			94	17:15	67	157			224
5:30	17	102			119	17:30	81	112			193
5:45	61	108	110	352	171	17:45	70	276	108	527	178
6:00	52	100			152	18:00	79	108			187
6:15	40	106			146	18:15	75	115			190
6:30	51	123			174	18:30	74	93			167
6:45	71	214	116	445	187	18:45	87	315	106	422	193
7:00	73	140			213	19:00	64	102			166
7:15	77	116			193	19:15	65	111			176
7:30	123	172			295	19:30	60	106			166
7:45	83	356	147	575	230	19:45	69	258	101	420	170
8:00	99	140			239	20:00	51	101			152
8:15	77	115			192	20:15	75	81			156
8:30	55	127			182	20:30	56	80			136
8:45	73	304	84	466	157	20:45	52	234	70	332	122
9:00	62	79			141	21:00	48	69			117
9:15	67	110			177	21:15	65	96			161
9:30	75	120			195	21:30	44	64			108
9:45	70	274	87	396	157	21:45	46	203	58	287	104
10:00	61	89			150	22:00	46	68			114
10:15	49	88			137	22:15	51	44			95
10:30	70	94			164	22:30	45	49			94
10:45	68	248	85	356	153	22:45	41	183	47	208	88
11:00	61	116			177	23:00	31	40			71
11:15	71	91			162	23:15	29	39			68
11:30	67	85			152	23:30	17	24			41
11:45	77	276	121	413	198	23:45	20	97	18	121	38
<b>TOTALS</b>	1947	3392			5339	<b>TOTALS</b>	2987	5137			8124
<b>SPLIT %</b>	36.5%	63.5%			39.7%	<b>SPLIT %</b>	36.8%	63.2%			60.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,934	8,529	0	0	13,463

AM Peak Hour	7:15	7:00			7:15	PM Peak Hour	14:30	14:30			14:30
AM Pk Volume	382	575			957	PM Pk Volume	319	739			1058
Pk Hr Factor	0.776	0.836			0.811	Pk Hr Factor	0.831	0.906			0.951
7 - 9 Volume	660	1041	0	0	1701	4 - 6 Volume	577	1112	0	0	1689
7 - 9 Peak Hour	7:15	7:00			7:15	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	382	575	0	0	957	4 - 6 Pk Volume	301	596	0	0	886
Pk Hr Factor	0.776	0.836	0.000	0.000	0.811	Pk Hr Factor	0.907	0.909	0.000	0.000	0.935

# VOLUME

Patriot Way Bet Pioneer Rd & Jamboree Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_066

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	979	922	1,901		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			1	1	2	12:00			8	8	16
0:15			1	2	3	12:15			15	6	21
0:30			0	1	1	12:30			8	10	18
0:45			0	2	0	12:45		6	37	8	32
1:00			0	1	1	13:00			8	15	23
1:15			0	0	0	13:15			5	16	21
1:30			1	0	1	13:30			9	15	24
1:45			1	2	0	13:45		5	27	13	59
2:00			0	1	1	14:00			11	13	24
2:15			0	0	0	14:15			17	16	33
2:30			0	1	1	14:30			21	27	48
2:45			0	1	3	14:45		21	70	30	86
3:00			0	0	0	15:00			47	17	64
3:15			0	0	0	15:15			17	16	33
3:30			1	0	1	15:30			16	18	34
3:45			1	2	0	15:45		14	94	24	75
4:00			1	0	1	16:00			17	13	30
4:15			0	2	2	16:15			16	20	36
4:30			1	0	1	16:30			12	19	31
4:45			0	2	0	16:45		19	64	20	72
5:00			2	0	2	17:00			16	24	40
5:15			1	1	2	17:15			18	25	43
5:30			0	0	0	17:30			10	17	27
5:45			5	8	0	17:45		11	55	19	85
6:00			3	4	7	18:00			13	18	31
6:15			4	1	5	18:15			17	16	33
6:30			12	2	14	18:30			9	17	26
6:45			12	31	4	18:45		4	43	15	66
7:00			27	6	33	19:00			16	19	35
7:15			17	9	26	19:15			4	19	23
7:30			29	18	47	19:30			11	9	20
7:45			56	129	24	19:45		6	37	15	62
8:00			58	28	86	20:00			6	10	16
8:15			37	36	73	20:15			3	8	11
8:30			31	13	44	20:30			4	15	19
8:45			14	140	9	20:45		4	17	10	43
9:00			20	11	31	21:00			6	12	18
9:15			25	9	34	21:15			4	7	11
9:30			23	8	31	21:30			4	7	11
9:45			18	86	8	21:45		3	17	8	34
10:00			14	11	25	22:00			2	11	13
10:15			7	13	20	22:15			2	6	8
10:30			18	2	20	22:30			1	6	7
10:45			13	52	7	22:45		2	7	2	25
11:00			10	11	21	23:00			0	4	4
11:15			13	7	20	23:15			2	2	4
11:30			11	13	24	23:30			1	2	3
11:45			19	53	9	23:45		1	4	1	9
<b>TOTALS</b>			507	274	781	<b>TOTALS</b>			472	648	1120
<b>SPLIT %</b>			64.9%	35.1%	41.1%	<b>SPLIT %</b>			42.1%	57.9%	58.9%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	979	922	1,901		
AM Peak Hour			7:45	7:30	7:30	PM Peak Hour			14:15	14:15	14:15
AM Pk Volume			182	106	286	PM Pk Volume			106	90	196
Pk Hr Factor			0.784	0.736	0.831	Pk Hr Factor			0.564	0.750	0.766
7 - 9 Volume	0	0	269	143	412	4 - 6 Volume	0	0	119	157	276
7 - 9 Peak Hour			7:45	7:30	7:30	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	182	106	286	4 - 6 Pk Volume	0	0	65	88	153
Pk Hr Factor	0.000	0.000	0.784	0.736	0.831	Pk Hr Factor	0.000	0.000	0.855	0.880	0.890

### VOLUME

Pioneer Rd Bet Jamboree Rd & Patriot Way

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_068

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,227	1,285	0	0	2,512		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	3			4	12:00	10	18			28
0:15	2	1			3	12:15	21	26			47
0:30	1	1			2	12:30	15	15			30
0:45	0	4	0	5	9	12:45	15	61	10	69	130
1:00	0	1			1	13:00	19	16			35
1:15	1	1			2	13:15	24	12			36
1:30	0	0			0	13:30	16	11			27
1:45	0	1	1	3	4	13:45	17	76	14	53	129
2:00	0	0			0	14:00	22	18			40
2:15	0	0			0	14:15	25	33			58
2:30	1	2			3	14:30	20	44			64
2:45	1	2	1	3	5	14:45	37	104	24	119	223
3:00	1	0			1	15:00	61	23			84
3:15	1	0			1	15:15	17	23			40
3:30	1	1			2	15:30	16	24			40
3:45	0	3	0	1	4	15:45	25	119	18	88	207
4:00	1	1			2	16:00	20	22			42
4:15	1	2			3	16:15	20	23			43
4:30	0	2			2	16:30	28	21			49
4:45	0	2	4	9	11	16:45	29	97	24	90	187
5:00	1	0			1	17:00	37	24			61
5:15	2	4			6	17:15	22	19			41
5:30	4	2			6	17:30	36	21			57
5:45	5	12	8	14	26	17:45	23	118	17	81	199
6:00	3	6			9	18:00	27	17			44
6:15	1	8			9	18:15	17	16			33
6:30	4	13			17	18:30	16	20			36
6:45	13	21	13	40	61	18:45	20	80	17	70	150
7:00	14	31			45	19:00	15	16			31
7:15	12	19			31	19:15	16	16			32
7:30	18	33			51	19:30	18	12			30
7:45	23	67	65	148	215	19:45	19	68	10	54	122
8:00	34	56			90	20:00	8	8			16
8:15	45	37			82	20:15	12	7			19
8:30	22	32			54	20:30	6	8			14
8:45	20	121	24	149	270	20:45	7	33	4	27	60
9:00	17	24			41	21:00	11	12			23
9:15	19	31			50	21:15	8	5			13
9:30	15	19			34	21:30	8	9			17
9:45	12	63	18	92	155	21:45	7	34	4	30	64
10:00	9	11			20	22:00	8	4			12
10:15	17	17			34	22:15	1	3			4
10:30	19	13			32	22:30	2	2			4
10:45	12	57	20	61	118	22:45	5	16	1	10	26
11:00	17	15			32	23:00	4	3			7
11:15	16	9			25	23:15	2	1			3
11:30	12	24			36	23:30	1	1			2
11:45	16	61	16	64	125	23:45	0	7	0	5	12
<b>TOTALS</b>	<b>414</b>	<b>589</b>			<b>1003</b>	<b>TOTALS</b>	<b>813</b>	<b>696</b>			<b>1509</b>
<b>SPLIT %</b>	<b>41.3%</b>	<b>58.7%</b>			<b>39.9%</b>	<b>SPLIT %</b>	<b>53.9%</b>	<b>46.1%</b>			<b>60.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					1,227	1,285	0	0	2,512

AM Peak Hour	7:45	7:30			7:45	PM Peak Hour	14:15	14:15			14:15
AM Pk Volume	124	191			314	PM Pk Volume	143	124			267
Pk Hr Factor	0.689	0.735			0.872	Pk Hr Factor	0.586	0.705			0.795
7 - 9 Volume	188	297	0	0	485	4 - 6 Volume	215	171	0	0	386
7 - 9 Peak Hour	7:45	7:30			7:45	4 - 6 Peak Hour	16:45	16:15			16:45
7 - 9 Pk Volume	124	191	0	0	314	4 - 6 Pk Volume	124	92	0	0	212
Pk Hr Factor	0.689	0.735	0.000	0.000	0.872	Pk Hr Factor	0.838	0.958	0.000	0.000	0.869

### VOLUME

Pioneer Rd Bet Patriot Way & Peters Canyon Rd

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_069

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,287	1,255	0	0	2,542		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	1			2	12:00	11	15			26
0:15	0	1			1	12:15	22	28			50
0:30	2	0			2	12:30	11	18			29
0:45	0	3	0	2	5	12:45	13	57	15	76	133
1:00	0	2			2	13:00	14	14			28
1:15	2	2			4	13:15	22	9			31
1:30	0	0			0	13:30	12	12			24
1:45	0	2	0	4	6	13:45	16	64	18	53	117
2:00	0	0			0	14:00	24	20			44
2:15	0	0			0	14:15	23	26			49
2:30	1	1			2	14:30	25	40			65
2:45	1	2	1	2	4	14:45	44	116	44	130	246
3:00	2	1			3	15:00	78	27			105
3:15	2	0			2	15:15	26	30			56
3:30	1	0			1	15:30	16	27			43
3:45	0	5	0	1	6	15:45	20	140	23	107	247
4:00	1	0			1	16:00	21	21			42
4:15	1	1			2	16:15	16	15			31
4:30	0	2			2	16:30	25	22			47
4:45	0	2	3	6	8	16:45	22	84	19	77	161
5:00	1	0			1	17:00	24	28			52
5:15	4	0			4	17:15	25	26			51
5:30	5	1			6	17:30	35	27			62
5:45	5	15	4	5	20	17:45	17	101	18	99	200
6:00	4	1			5	18:00	23	22			45
6:15	2	5			7	18:15	16	19			35
6:30	5	4			9	18:30	18	21			39
6:45	13	24	6	16	40	18:45	15	72	16	78	150
7:00	23	16			39	19:00	7	19			26
7:15	18	15			33	19:15	11	20			31
7:30	28	33			61	19:30	7	11			18
7:45	57	126	68	132	258	19:45	15	40	12	62	102
8:00	65	63			128	20:00	7	11			18
8:15	69	48			117	20:15	6	10			16
8:30	22	16			38	20:30	4	9			13
8:45	26	182	21	148	330	20:45	5	22	10	40	62
9:00	15	21			36	21:00	8	12			20
9:15	18	18			36	21:15	8	9			17
9:30	15	7			22	21:30	8	11			19
9:45	14	62	15	61	123	21:45	1	25	3	35	60
10:00	13	10			23	22:00	3	3			6
10:15	18	17			35	22:15	1	4			5
10:30	19	11			30	22:30	3	6			9
10:45	14	64	17	55	119	22:45	3	10	2	15	25
11:00	18	12			30	23:00	1	1			2
11:15	21	9			30	23:15	1	1			2
11:30	10	11			21	23:30	1	0			1
11:45	17	66	17	49	115	23:45	0	3	0	2	5
<b>TOTALS</b>	<b>553</b>	<b>481</b>			<b>1034</b>	<b>TOTALS</b>	<b>734</b>	<b>774</b>			<b>1508</b>
<b>SPLIT %</b>	<b>53.5%</b>	<b>46.5%</b>			<b>40.7%</b>	<b>SPLIT %</b>	<b>48.7%</b>	<b>51.3%</b>			<b>59.3%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					1,287	1,255	0	0	2,542

AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	14:30	14:30			14:30
AM Pk Volume	219	212			431	PM Pk Volume	173	141			314
Pk Hr Factor	0.793	0.779			0.842	Pk Hr Factor	0.554	0.801			0.748
7 - 9 Volume	308	280	0	0	588	4 - 6 Volume	185	176	0	0	361
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	219	212	0	0	431	4 - 6 Pk Volume	106	100	0	0	206
Pk Hr Factor	0.793	0.779	0.000	0.000	0.842	Pk Hr Factor	0.757	0.893	0.000	0.000	0.831

### VOLUME

#### Pioneer Rd Bet Peters Canyon Rd & Pioneer Way

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_070

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,589	2,567	0	0	5,156		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	5	3			8	12:00	25	40			65
0:15	1	2			3	12:15	24	39			63
0:30	5	2			7	12:30	25	23			48
0:45	1	12	1	8	20	12:45	28	102	28	130	232
1:00	0	0			0	13:00	38	31			69
1:15	4	1			5	13:15	36	37			73
1:30	1	1			2	13:30	33	36			69
1:45	3	8	1	3	11	13:45	46	153	22	126	279
2:00	0	1			1	14:00	40	47			87
2:15	0	0			0	14:15	39	33			72
2:30	1	1			2	14:30	58	57			115
2:45	1	2	0	2	4	14:45	94	231	55	192	423
3:00	2	3			5	15:00	64	105			169
3:15	1	1			2	15:15	40	49			89
3:30	1	1			2	15:30	37	28			65
3:45	0	4	1	6	10	15:45	64	205	33	215	420
4:00	1	2			3	16:00	39	34			73
4:15	0	3			3	16:15	39	30			69
4:30	0	5			5	16:30	42	31			73
4:45	1	2	4	14	16	16:45	47	167	37	132	299
5:00	1	3			4	17:00	62	42			104
5:15	3	6			9	17:15	63	38			101
5:30	3	9			12	17:30	53	40			93
5:45	9	16	10	28	44	17:45	72	250	53	173	423
6:00	7	20			27	18:00	68	58			126
6:15	11	10			21	18:15	52	33			85
6:30	13	19			32	18:30	69	36			105
6:45	12	43	30	79	122	18:45	52	241	29	156	397
7:00	19	57			76	19:00	38	49			87
7:15	22	45			67	19:15	47	37			84
7:30	32	72			104	19:30	37	30			67
7:45	71	144	112	286	430	19:45	41	163	21	137	300
8:00	97	62			159	20:00	40	24			64
8:15	77	117			194	20:15	28	22			50
8:30	33	56			89	20:30	35	14			49
8:45	34	241	49	284	525	20:45	27	130	12	72	202
9:00	31	48			79	21:00	24	12			36
9:15	30	35			65	21:15	26	13			39
9:30	28	33			61	21:30	10	12			22
9:45	26	115	47	163	278	21:45	15	75	5	42	117
10:00	32	45			77	22:00	21	11			32
10:15	17	33			50	22:15	8	4			12
10:30	27	39			66	22:30	13	7			20
10:45	15	91	26	143	234	22:45	10	52	5	27	79
11:00	27	43			70	23:00	4	3			7
11:15	28	34			62	23:15	9	2			11
11:30	32	38			70	23:30	5	3			8
11:45	32	119	26	141	260	23:45	5	23	0	8	31
<b>TOTALS</b>	<b>797</b>	<b>1157</b>			<b>1954</b>	<b>TOTALS</b>	<b>1792</b>	<b>1410</b>			<b>3202</b>
<b>SPLIT %</b>	<b>40.8%</b>	<b>59.2%</b>			<b>37.9%</b>	<b>SPLIT %</b>	<b>56.0%</b>	<b>44.0%</b>			<b>62.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					2,589	2,567	0	0	5,156

AM Peak Hour	7:45	7:30		7:30	PM Peak Hour	17:45	14:30		14:30		
AM Pk Volume	278	363		640	PM Pk Volume	261	266		522		
Pk Hr Factor	0.716	0.776		0.825	Pk Hr Factor	0.906	0.633		0.772		
7 - 9 Volume	385	570	0	0	955	4 - 6 Volume	417	305	0	0	722
7 - 9 Peak Hour	7:45	7:30		7:30	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	278	363	0	0	640	4 - 6 Pk Volume	250	173	0	0	423
Pk Hr Factor	0.716	0.776	0.000	0.000	0.825	Pk Hr Factor	0.868	0.816	0.000	0.000	0.846

### VOLUME

Pioneer Way Bet Pioneer Rd & Tustin Ranch Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_072

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,731	4,691	0	0	9,422		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	7	3			10	12:00	48	61			109
0:15	2	2			4	12:15	49	61			110
0:30	10	3			13	12:30	43	56			99
0:45	1	20	1	9	2	12:45	51	191	51	229	102
1:00	0	2			2	13:00	59	48			107
1:15	3	3			6	13:15	54	53			107
1:30	1	1			2	13:30	62	58			120
1:45	3	7	1	7	4	13:45	108	283	58	217	166
2:00	0	1			1	14:00	92	74			166
2:15	0	0			0	14:15	109	61			170
2:30	2	1			3	14:30	145	101			246
2:45	1	3	0	2	1	14:45	184	530	226	462	410
3:00	2	3			5	15:00	148	248			396
3:15	1	2			3	15:15	86	112			198
3:30	1	1			2	15:30	56	53			109
3:45	0	4	3	9	3	15:45	99	389	67	480	166
4:00	1	0			1	16:00	64	61			125
4:15	1	6			7	16:15	59	53			112
4:30	1	7			8	16:30	79	59			138
4:45	2	5	5	18	7	16:45	74	276	62	235	136
5:00	1	3			4	17:00	86	66			152
5:15	8	8			16	17:15	97	62			159
5:30	9	17			26	17:30	87	68			155
5:45	21	39	14	42	35	17:45	101	371	79	275	180
6:00	15	22			37	18:00	99	85			184
6:15	20	16			36	18:15	80	64			144
6:30	16	31			47	18:30	88	54			142
6:45	25	76	50	119	75	18:45	80	347	44	247	124
7:00	33	91			124	19:00	62	60			122
7:15	67	60			127	19:15	66	51			117
7:30	192	161			353	19:30	67	46			113
7:45	294	586	246	558	540	19:45	56	251	41	198	97
8:00	162	258			420	20:00	51	28			79
8:15	91	154			245	20:15	44	34			78
8:30	62	96			158	20:30	52	25			77
8:45	48	363	81	589	129	20:45	58	205	31	118	89
9:00	42	75			117	21:00	50	29			79
9:15	52	60			112	21:15	51	29			80
9:30	45	65			110	21:30	25	16			41
9:45	44	183	76	276	120	21:45	21	147	9	83	30
10:00	47	64			111	22:00	32	13			45
10:15	35	48			83	22:15	21	8			29
10:30	38	68			106	22:30	17	11			28
10:45	30	150	58	238	88	22:45	10	80	6	38	16
11:00	45	72			117	23:00	10	4			14
11:15	44	48			92	23:15	12	5			17
11:30	50	64			114	23:30	8	4			12
11:45	48	187	44	228	92	23:45	8	38	1	14	9
<b>TOTALS</b>	<b>1623</b>	<b>2095</b>			<b>3718</b>	<b>TOTALS</b>	<b>3108</b>	<b>2596</b>			<b>5704</b>
<b>SPLIT %</b>	<b>43.7%</b>	<b>56.3%</b>			<b>39.5%</b>	<b>SPLIT %</b>	<b>54.5%</b>	<b>45.5%</b>			<b>60.5%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					4,731	4,691	0	0	9,422

AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	14:15	14:30			14:30
AM Pk Volume	739	819			1558	PM Pk Volume	586	687			1250
Pk Hr Factor	0.628	0.794			0.721	Pk Hr Factor	0.796	0.693			0.762
7 - 9 Volume	949	1147	0	0	2096	4 - 6 Volume	647	510	0	0	1157
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	739	819	0	0	1558	4 - 6 Pk Volume	371	275	0	0	646
Pk Hr Factor	0.628	0.794	0.000	0.000	0.721	Pk Hr Factor	0.918	0.870	0.000	0.000	0.897

### VOLUME

Portola Pkwy Bet Tustin Ranch Rd & Jamboree Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_073

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	5,234	5,691	10,925			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			3	3	6	12:00			67	54	121	
0:15			6	3	9	12:15			86	56	142	
0:30			4	4	8	12:30			85	53	138	
0:45			2	15	3	12:45			72	310	61	224
1:00			0	2	2	13:00			64	70	134	
1:15			2	3	5	13:15			80	54	134	
1:30			1	3	4	13:30			57	61	118	
1:45			2	5	1	13:45			68	269	97	282
2:00			0	0	0	14:00			69	100	169	
2:15			2	1	3	14:15			71	102	173	
2:30			0	2	2	14:30			81	125	206	
2:45			0	2	0	14:45			167	388	192	519
3:00			0	0	0	15:00			186	180	366	
3:15			2	2	4	15:15			108	124	232	
3:30			1	0	1	15:30			79	166	245	
3:45			2	5	1	15:45			80	453	189	659
4:00			1	1	2	16:00			79	125	204	
4:15			2	2	4	16:15			74	131	205	
4:30			7	11	18	16:30			68	114	182	
4:45			6	16	11	16:45			109	330	139	509
5:00			3	4	7	17:00			112	170	282	
5:15			32	4	36	17:15			126	147	273	
5:30			20	13	33	17:30			118	164	282	
5:45			19	74	9	17:45			116	472	149	630
6:00			14	15	29	18:00			120	136	256	
6:15			28	5	33	18:15			110	101	211	
6:30			45	26	71	18:30			83	107	190	
6:45			50	137	24	18:45			77	390	95	439
7:00			87	55	142	19:00			78	73	151	
7:15			80	73	153	19:15			74	91	165	
7:30			118	161	279	19:30			86	65	151	
7:45			159	444	206	19:45			65	303	62	291
8:00			170	169	339	20:00			53	51	104	
8:15			148	124	272	20:15			58	46	104	
8:30			112	104	216	20:30			44	39	83	
8:45			65	495	86	20:45			39	194	37	173
9:00			74	63	137	21:00			37	19	56	
9:15			60	70	130	21:15			40	32	72	
9:30			75	65	140	21:30			29	20	49	
9:45			66	275	53	21:45			24	130	23	94
10:00			50	51	101	22:00			16	27	43	
10:15			47	31	78	22:15			12	18	30	
10:30			49	47	96	22:30			15	10	25	
10:45			53	199	55	22:45			13	56	8	63
11:00			55	51	106	23:00			11	7	18	
11:15			54	45	99	23:15			14	4	18	
11:30			67	57	124	23:30			10	6	16	
11:45			58	234	65	23:45			3	38	7	24
<b>TOTALS</b>			1901	1784	3685	<b>TOTALS</b>			3333	3907	7240	
<b>SPLIT %</b>			51.6%	48.4%	33.7%	<b>SPLIT %</b>			46.0%	54.0%	66.3%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	5,234	5,691	10,925

AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			14:30	14:45	14:45
AM Pk Volume			595	660	1255	PM Pk Volume			542	662	1202
Pk Hr Factor			0.875	0.801	0.860	Pk Hr Factor			0.728	0.862	0.821
7 - 9 Volume	0	0	939	978	1917	4 - 6 Volume	0	0	802	1139	1941
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	595	660	1255	4 - 6 Pk Volume	0	0	472	630	1102
Pk Hr Factor	0.000	0.000	0.875	0.801	0.860	Pk Hr Factor	0.000	0.000	0.937	0.926	0.977

### VOLUME

Prospect Ave Bet Santa Clara Ave & 17th St

Day: Thursday  
Date: 8/29/2024

City: Santa Ana  
Project #: CA24\_010086\_074

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,321	3,367	0	0	6,688		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	2			2	12:00	41	41			82
00:15	4	2			6	12:15	45	46			91
00:30	4	1			5	12:30	44	36			80
00:45	0	8	1	6	14	12:45	45	175	42	165	340
01:00	1	1			2	13:00	42	44			86
01:15	3	1			4	13:15	50	43			93
01:30	0	2			2	13:30	56	38			94
01:45	1	5	0	4	9	13:45	59	207	56	181	388
02:00	1	2			3	14:00	66	48			114
02:15	0	0			0	14:15	51	57			108
02:30	1	2			3	14:30	52	88			140
02:45	2	4	0	4	8	14:45	100	269	55	248	517
03:00	1	3			4	15:00	78	53			131
03:15	2	1			3	15:15	68	58			126
03:30	1	2			3	15:30	74	38			112
03:45	2	6	1	7	13	15:45	80	300	37	186	486
04:00	0	1			1	16:00	85	44			129
04:15	0	1			1	16:15	81	65			146
04:30	2	11			13	16:30	106	65			171
04:45	1	3	8	21	24	16:45	77	349	66	240	589
05:00	2	8			10	17:00	120	54			174
05:15	1	7			8	17:15	122	64			186
05:30	4	19			23	17:30	107	55			162
05:45	3	10	13	47	57	17:45	92	441	55	228	669
06:00	4	11			15	18:00	93	46			139
06:15	6	16			22	18:15	76	53			129
06:30	6	34			40	18:30	70	36			106
06:45	15	31	56	117	148	18:45	55	294	38	173	467
07:00	28	71			99	19:00	63	32			95
07:15	11	87			98	19:15	59	29			88
07:30	18	124			142	19:30	37	36			73
07:45	37	94	142	424	518	19:45	40	199	23	120	319
08:00	102	151			253	20:00	36	22			58
08:15	64	88			152	20:15	27	17			44
08:30	38	114			152	20:30	29	18			47
08:45	34	238	89	442	680	20:45	29	121	12	69	190
09:00	26	71			97	21:00	32	10			42
09:15	30	60			90	21:15	23	13			36
09:30	29	59			88	21:30	15	4			19
09:45	34	119	45	235	354	21:45	20	90	15	42	132
10:00	31	40			71	22:00	14	7			21
10:15	28	39			67	22:15	12	4			16
10:30	35	38			73	22:30	7	10			17
10:45	36	130	52	169	299	22:45	8	41	2	23	64
11:00	27	49			76	23:00	13	1			14
11:15	35	48			83	23:15	8	6			14
11:30	53	47			100	23:30	7	6			13
11:45	41	156	55	199	355	23:45	3	31	4	17	48
<b>TOTALS</b>	<b>804</b>	<b>1675</b>			<b>2479</b>	<b>TOTALS</b>	<b>2517</b>	<b>1692</b>			<b>4209</b>
<b>SPLIT %</b>	<b>32.4%</b>	<b>67.6%</b>			<b>37.1%</b>	<b>SPLIT %</b>	<b>59.8%</b>	<b>40.2%</b>			<b>62.9%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					3,321	3,367	0	0	6,688

AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	17:00	14:30			16:30
AM Pk Volume	241	505			736	PM Pk Volume	441	254			674
Pk Hr Factor	0.591	0.836			0.727	Pk Hr Factor	0.904	0.722			0.906
7 - 9 Volume	332	866	0	0	1198	4 - 6 Volume	790	468	0	0	1258
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	17:00	16:15			16:30
7 - 9 Pk Volume	241	505	0	0	736	4 - 6 Pk Volume	441	250	0	0	674
Pk Hr Factor	0.591	0.836	0.000	0.000	0.727	Pk Hr Factor	0.904	0.947	0.000	0.000	0.906

### VOLUME

Prospect Ave Bet 17th St & Irvine Blvd

Day: Thursday  
Date: 9/19/2024

City: Tustin  
Project #: CA24\_010086\_036

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,422	4,800	0	0	9,222		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	2	1			3	12:00	68	83			151
0:15	3	2			5	12:15	73	67			140
0:30	0	2			2	12:30	68	74			142
0:45	1	6	2	7	3	12:45	46	255	76	300	122
1:00	2	2			4	13:00	69	76			145
1:15	2	1			3	13:15	68	75			143
1:30	2	0			2	13:30	80	71			151
1:45	1	7	1	4	2	13:45	72	289	76	298	148
2:00	2	1			3	14:00	70	63			133
2:15	0	1			1	14:15	52	70			122
2:30	1	1			2	14:30	103	90			193
2:45	0	3	0	3	0	14:45	99	324	72	295	171
3:00	0	0			0	15:00	83	76			159
3:15	1	2			3	15:15	101	78			179
3:30	0	0			0	15:30	81	62			143
3:45	2	3	1	3	3	15:45	85	350	91	307	176
4:00	2	4			6	16:00	99	89			188
4:15	0	1			1	16:15	115	88			203
4:30	4	6			10	16:30	120	81			201
4:45	0	6	12	23	12	16:45	130	464	110	368	240
5:00	4	3			7	17:00	161	103			264
5:15	4	2			6	17:15	134	112			246
5:30	2	10			12	17:30	153	85			238
5:45	19	29	22	37	41	17:45	127	575	124	424	251
6:00	3	9			12	18:00	112	89			201
6:15	13	26			39	18:15	117	68			185
6:30	15	31			46	18:30	122	73			195
6:45	19	50	63	129	82	18:45	90	441	55	285	145
7:00	28	83			111	19:00	86	51			137
7:15	39	114			153	19:15	80	62			142
7:30	46	148			194	19:30	66	50			116
7:45	75	188	182	527	257	19:45	68	300	46	209	114
8:00	72	145			217	20:00	60	28			88
8:15	50	131			181	20:15	71	35			106
8:30	62	137			199	20:30	44	26			70
8:45	31	215	124	537	155	20:45	34	209	19	108	53
9:00	28	91			119	21:00	39	21			60
9:15	43	92			135	21:15	13	23			36
9:30	44	82			126	21:30	17	7			24
9:45	34	149	75	340	109	21:45	17	86	7	58	24
10:00	50	59			109	22:00	18	9			27
10:15	45	65			110	22:15	13	8			21
10:30	53	57			110	22:30	6	8			14
10:45	47	195	59	240	106	22:45	7	44	3	28	10
11:00	44	53			97	23:00	11	2			13
11:15	60	69			129	23:15	2	0			2
11:30	50	72			122	23:30	1	3			4
11:45	64	218	67	261	131	23:45	2	16	4	9	6
<b>TOTALS</b>	1069	2111			<b>3180</b>	<b>TOTALS</b>	3353	2689			<b>6042</b>
<b>SPLIT %</b>	33.6%	66.4%			<b>34.5%</b>	<b>SPLIT %</b>	55.5%	44.5%			<b>65.5%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					4,422	4,800	0	0	9,222

AM Peak Hour	11:45	7:30			7:45	PM Peak Hour	16:45	17:00			17:00
AM Pk Volume	273	606			854	PM Pk Volume	578	424			999
Pk Hr Factor	0.935	0.832			0.831	Pk Hr Factor	0.898	0.855			0.946
7 - 9 Volume	403	1064	0	0	1467	4 - 6 Volume	1039	792	0	0	1831
7 - 9 Peak Hour	7:45	7:30			7:45	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	259	606	0	0	854	4 - 6 Pk Volume	578	424	0	0	999
Pk Hr Factor	0.863	0.832	0.000	0.000	0.831	Pk Hr Factor	0.898	0.855	0.000	0.000	0.946

### VOLUME

Prospect Ave Bet Irvine Blvd & 1st St

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_037

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,934	4,038	0	0	7,972		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	3	3			6	12:00	57	71			128
0:15	4	3			7	12:15	66	86			152
0:30	1	3			4	12:30	79	77			156
0:45	1	9	1	10	21	12:45	79	281	66	300	581
1:00	3	0			3	13:00	85	70			155
1:15	0	2			2	13:15	62	81			143
1:30	1	1			2	13:30	79	68			147
1:45	1	5	0	3	9	13:45	67	293	64	283	576
2:00	2	2			4	14:00	83	53			136
2:15	0	0			0	14:15	90	68			158
2:30	0	1			1	14:30	92	96			188
2:45	2	4	1	4	11	14:45	81	346	72	289	635
3:00	2	0			2	15:00	71	62			133
3:15	3	0			3	15:15	78	69			147
3:30	1	3			4	15:30	85	73			158
3:45	7	13	2	5	27	15:45	93	327	78	282	609
4:00	2	2			4	16:00	73	71			144
4:15	1	3			4	16:15	85	98			183
4:30	0	3			3	16:30	96	66			162
4:45	5	8	20	28	51	16:45	100	354	70	305	659
5:00	2	8			10	17:00	112	72			184
5:15	4	14			18	17:15	107	59			166
5:30	5	9			14	17:30	108	68			176
5:45	23	34	27	58	142	17:45	104	431	62	261	692
6:00	15	26			41	18:00	97	59			156
6:15	15	26			41	18:15	83	48			131
6:30	14	23			37	18:30	65	56			121
6:45	16	60	40	115	131	18:45	49	294	49	212	506
7:00	33	45			78	19:00	73	47			120
7:15	37	64			101	19:15	50	26			76
7:30	63	92			155	19:30	31	27			58
7:45	127	260	125	326	738	19:45	40	194	41	141	335
8:00	41	120			161	20:00	31	32			63
8:15	48	99			147	20:15	30	32			62
8:30	40	90			130	20:30	26	25			51
8:45	43	172	92	401	608	20:45	19	106	25	114	220
9:00	31	66			97	21:00	25	24			49
9:15	38	70			108	21:15	24	12			36
9:30	45	71			116	21:30	14	12			26
9:45	50	164	80	287	521	21:45	16	79	9	57	136
10:00	46	57			103	22:00	10	11			21
10:15	45	58			103	22:15	9	10			19
10:30	52	60			112	22:30	18	9			27
10:45	49	192	61	236	538	22:45	12	49	3	33	82
11:00	55	58			113	23:00	4	6			10
11:15	62	70			132	23:15	4	4			8
11:30	60	74			134	23:30	6	2			8
11:45	64	241	70	272	647	23:45	4	18	4	16	34
<b>TOTALS</b>	<b>1162</b>	<b>1745</b>			<b>2907</b>	<b>TOTALS</b>	<b>2772</b>	<b>2293</b>			<b>5065</b>
<b>SPLIT %</b>	<b>40.0%</b>	<b>60.0%</b>			<b>36.5%</b>	<b>SPLIT %</b>	<b>54.7%</b>	<b>45.3%</b>			<b>63.5%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					3,934	4,038	0	0	7,972

AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	17:00	15:30			16:15
AM Pk Volume	279	436			715	PM Pk Volume	431	320			699
Pk Hr Factor	0.549	0.872			0.709	Pk Hr Factor	0.962	0.816			0.950
7 - 9 Volume	432	727	0	0	1159	4 - 6 Volume	785	566	0	0	1351
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	17:00	16:15			16:15
7 - 9 Pk Volume	279	436	0	0	715	4 - 6 Pk Volume	431	306	0	0	699
Pk Hr Factor	0.549	0.872	0.000	0.000	0.709	Pk Hr Factor	0.962	0.781	0.000	0.000	0.950

# VOLUME

Prospect Ave Bet 1st St & Main St

Day: Tuesday  
Date: 9/10/2024

City: Tustin  
Project #: CA24\_010086\_038

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,498	1,779	0	0	4,277		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	3			3	12:00	44	37			81
0:15	4	2			6	12:15	46	39			85
0:30	1	1			2	12:30	48	34			82
0:45	1	6	0	6	12	12:45	40	178	31	141	319
1:00	1	0			1	13:00	57	35			92
1:15	1	1			2	13:15	49	33			82
1:30	1	0			1	13:30	47	34			81
1:45	4	7	0	1	8	13:45	45	198	33	135	333
2:00	1	0			1	14:00	60	32			92
2:15	0	0			0	14:15	58	29			87
2:30	0	0			0	14:30	59	43			102
2:45	1	2	1	1	3	14:45	62	239	47	151	390
3:00	3	0			3	15:00	48	37			85
3:15	3	2			5	15:15	56	33			89
3:30	2	0			2	15:30	50	28			78
3:45	3	11	3	5	16	15:45	45	199	35	133	332
4:00	1	0			1	16:00	49	28			77
4:15	1	0			1	16:15	61	34			95
4:30	1	0			1	16:30	75	18			93
4:45	9	12	2	2	14	16:45	62	247	32	112	359
5:00	3	2			5	17:00	88	29			117
5:15	6	6			12	17:15	47	22			69
5:30	5	4			9	17:30	59	27			86
5:45	10	24	13	25	49	17:45	57	251	22	100	351
6:00	7	11			18	18:00	43	25			68
6:15	8	10			18	18:15	42	21			63
6:30	6	10			16	18:30	35	23			58
6:45	5	26	13	44	70	18:45	24	144	21	90	234
7:00	17	23			40	19:00	35	17			52
7:15	17	36			53	19:15	27	17			44
7:30	34	34			68	19:30	20	14			34
7:45	68	136	40	133	269	19:45	15	97	17	65	162
8:00	23	47			70	20:00	30	17			47
8:15	19	40			59	20:15	29	17			46
8:30	24	36			60	20:30	18	17			35
8:45	27	93	28	151	244	20:45	13	90	9	60	150
9:00	27	27			54	21:00	11	8			19
9:15	22	33			55	21:15	14	6			20
9:30	34	29			63	21:30	18	6			24
9:45	28	111	30	119	230	21:45	12	55	3	23	78
10:00	25	32			57	22:00	12	7			19
10:15	33	31			64	22:15	12	5			17
10:30	36	29			65	22:30	12	3			15
10:45	45	139	28	120	259	22:45	10	46	3	18	64
11:00	42	21			63	23:00	3	2			5
11:15	39	37			76	23:15	2	3			5
11:30	35	36			71	23:30	5	2			7
11:45	58	174	41	135	309	23:45	3	13	2	9	22
<b>TOTALS</b>	<b>741</b>	<b>742</b>			<b>1483</b>	<b>TOTALS</b>	<b>1757</b>	<b>1037</b>			<b>2794</b>
<b>SPLIT %</b>	<b>50.0%</b>	<b>50.0%</b>			<b>34.7%</b>	<b>SPLIT %</b>	<b>62.9%</b>	<b>37.1%</b>			<b>65.3%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,498	1,779	0	0	4,277		
AM Peak Hour	11:45	7:45			11:45	PM Peak Hour	16:15	14:30	16:15		
AM Pk Volume	196	163			347	PM Pk Volume	286	160	399		
Pk Hr Factor	0.845	0.867			0.876	Pk Hr Factor	0.813	0.851	0.853		
7 - 9 Volume	229	284	0	0	513	4 - 6 Volume	498	212	0	0	710
7 - 9 Peak Hour	7:30	7:45			7:30	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	144	163			305	4 - 6 Pk Volume	286	113	0	0	399
Pk Hr Factor	0.529	0.867	0.000	0.000	0.706	Pk Hr Factor	0.813	0.831	0.000	0.000	0.853

### VOLUME

Red Hill Ave Bet Irvine Blvd & Bryan Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_076

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,278	9,026	0	0	18,304		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	13	7			20	12:00	137	162			299
0:15	8	6			14	12:15	138	128			266
0:30	8	2			10	12:30	131	136			267
0:45	9	38	6	21	59	12:45	137	543	142	568	1111
1:00	7	2			9	13:00	138	137			275
1:15	9	7			16	13:15	158	129			287
1:30	10	3			13	13:30	148	132			280
1:45	2	28	2	14	42	13:45	153	597	139	537	1134
2:00	2	2			4	14:00	161	147			308
2:15	0	1			1	14:15	202	128			330
2:30	5	1			6	14:30	211	165			376
2:45	5	12	8	12	24	14:45	231	805	203	643	1448
3:00	2	3			5	15:00	172	200			372
3:15	3	1			4	15:15	190	182			372
3:30	3	2			5	15:30	173	167			340
3:45	2	10	4	10	20	15:45	179	714	177	726	1440
4:00	3	7			10	16:00	221	173			394
4:15	6	7			13	16:15	211	221			432
4:30	8	15			23	16:30	164	195			359
4:45	6	23	9	38	61	16:45	247	843	204	793	1636
5:00	5	20			25	17:00	220	176			396
5:15	17	24			41	17:15	243	178			421
5:30	12	25			37	17:30	246	146			392
5:45	21	55	38	107	162	17:45	272	981	151	651	1632
6:00	22	44			66	18:00	206	173			379
6:15	22	30			52	18:15	182	142			324
6:30	34	68			102	18:30	163	146			309
6:45	52	130	88	230	360	18:45	156	707	112	573	1280
7:00	89	139			228	19:00	143	98			241
7:15	105	153			258	19:15	137	103			240
7:30	127	186			313	19:30	133	73			206
7:45	192	513	195	673	1186	19:45	115	528	112	386	914
8:00	204	222			426	20:00	99	102			201
8:15	116	256			372	20:15	113	79			192
8:30	117	198			315	20:30	81	51			132
8:45	107	544	153	829	1373	20:45	74	367	61	293	660
9:00	87	133			220	21:00	70	48			118
9:15	110	145			255	21:15	76	45			121
9:30	89	145			234	21:30	51	39			90
9:45	106	392	135	558	950	21:45	46	243	30	162	405
10:00	90	137			227	22:00	38	23			61
10:15	107	113			220	22:15	44	16			60
10:30	119	113			232	22:30	33	17			50
10:45	117	433	133	496	929	22:45	35	150	8	64	214
11:00	100	108			208	23:00	18	18			36
11:15	145	168			313	23:15	25	15			40
11:30	142	141			283	23:30	22	17			39
11:45	151	538	157	574	1112	23:45	19	84	18	68	152
<b>TOTALS</b>	<b>2716</b>	<b>3562</b>			<b>6278</b>	<b>TOTALS</b>	<b>6562</b>	<b>5464</b>			<b>12026</b>
<b>SPLIT %</b>	<b>43.3%</b>	<b>56.7%</b>			<b>34.3%</b>	<b>SPLIT %</b>	<b>54.6%</b>	<b>45.4%</b>			<b>65.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					9,278	9,026	0	0	18,304

AM Peak Hour	7:30	7:45		7:45	PM Peak Hour	17:00	16:15		16:45		
AM Pk Volume	639	871		1500	PM Pk Volume	981	796		1660		
Pk Hr Factor	0.783	0.851		0.880	Pk Hr Factor	0.902	0.900		0.920		
7 - 9 Volume	1057	1502	0	0	2559	4 - 6 Volume	1824	1444	0	0	3268
7 - 9 Peak Hour	7:30	7:45		7:45	4 - 6 Peak Hour	17:00	16:15		16:45		
7 - 9 Pk Volume	639	871		1500	4 - 6 Pk Volume	981	796		1660		
Pk Hr Factor	0.783	0.851	0.000	0.000	0.880	Pk Hr Factor	0.902	0.900	0.000	0.000	0.920

### VOLUME

Red Hill Ave Bet Bryan Ave & San Juan St

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_077

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,117	9,630	0	0	20,747		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	23	9			32	12:00	181	147			328
0:15	11	5			16	12:15	177	142			319
0:30	15	4			19	12:30	163	151			314
0:45	8	57	9	27	17	12:45	167	688	152	592	319
1:00	10	4			14	13:00	166	151			317
1:15	15	8			23	13:15	199	145			344
1:30	14	4			18	13:30	183	144			327
1:45	6	45	5	21	11	13:45	173	721	142	582	315
2:00	6	3			9	14:00	183	141			324
2:15	3	1			4	14:15	222	152			374
2:30	4	3			7	14:30	235	170			405
2:45	8	21	6	13	14	14:45	267	907	203	666	470
3:00	2	4			6	15:00	213	192			405
3:15	5	1			6	15:15	211	180			391
3:30	4	3			7	15:30	211	164			375
3:45	3	14	5	13	8	15:45	219	854	163	699	382
4:00	4	9			13	16:00	254	168			422
4:15	5	9			14	16:15	235	212			447
4:30	11	13			24	16:30	202	197			399
4:45	9	29	17	48	26	16:45	268	959	214	791	482
5:00	10	23			33	17:00	268	181			449
5:15	18	34			52	17:15	280	181			461
5:30	17	39			56	17:30	265	145			410
5:45	30	75	43	139	73	17:45	284	1097	151	658	435
6:00	32	47			79	18:00	222	175			397
6:15	38	39			77	18:15	223	156			379
6:30	42	79			121	18:30	199	150			349
6:45	62	174	108	273	170	18:45	188	832	121	602	309
7:00	99	141			240	19:00	163	118			281
7:15	120	190			310	19:15	172	109			281
7:30	155	216			371	19:30	167	79			246
7:45	219	593	199	746	418	19:45	141	643	139	445	280
8:00	232	243			475	20:00	120	120			240
8:15	137	253			390	20:15	134	79			213
8:30	148	223			371	20:30	90	73			163
8:45	114	631	158	877	272	20:45	90	434	73	345	163
9:00	122	136			258	21:00	89	60			149
9:15	146	146			292	21:15	92	55			147
9:30	122	152			274	21:30	63	42			105
9:45	146	536	146	580	292	21:45	61	305	42	199	103
10:00	125	141			266	22:00	45	33			78
10:15	130	124			254	22:15	55	25			80
10:30	153	124			277	22:30	49	28			77
10:45	157	565	132	521	289	22:45	51	200	13	99	64
11:00	134	113			247	23:00	23	21			44
11:15	167	181			348	23:15	30	18			48
11:30	170	151			321	23:30	27	25			52
11:45	166	637	163	608	329	23:45	20	100	22	86	42
<b>TOTALS</b>	<b>3377</b>	<b>3866</b>			<b>7243</b>	<b>TOTALS</b>	<b>7740</b>	<b>5764</b>			<b>13504</b>
<b>SPLIT %</b>	<b>46.6%</b>	<b>53.4%</b>			<b>34.9%</b>	<b>SPLIT %</b>	<b>57.3%</b>	<b>42.7%</b>			<b>65.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					11,117	9,630	0	0	20,747
AM Peak Hour	7:30	7:45			7:30	PM Peak Hour	17:00	16:15	16:45
AM Pk Volume	743	918			1654	PM Pk Volume	1097	804	1802
Pk Hr Factor	0.801	0.907			0.871	Pk Hr Factor	0.966	0.939	0.935
7 - 9 Volume	1224	1623	0	0	2847	4 - 6 Volume	2056	1449	3505
7 - 9 Peak Hour	7:30	7:45			7:30	4 - 6 Peak Hour	17:00	16:15	16:45
7 - 9 Pk Volume	743	918	0	0	1654	4 - 6 Pk Volume	1097	804	1802
Pk Hr Factor	0.801	0.907	0.000	0.000	0.871	Pk Hr Factor	0.966	0.939	0.935

# VOLUME

Red Hill Ave Bet I-5 & Nisson Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_080

DAILY TOTALS					NB	SB	EB	WB	Total		
					19,293	15,619	0	0	34,912		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	27	48			75	12:00	245	209			454
0:15	29	34			63	12:15	287	211			498
0:30	12	27			39	12:30	238	246			484
0:45	25	93	32	141	57 234	12:45	264	1034	220	886	484 1920
1:00	19	13			32	13:00	260	234			494
1:15	16	18			34	13:15	253	234			487
1:30	15	14			29	13:30	279	231			510
1:45	13	63	10	55	23 118	13:45	311	1103	223	922	534 2025
2:00	7	12			19	14:00	294	233			527
2:15	14	12			26	14:15	381	231			612
2:30	11	16			27	14:30	453	250			703
2:45	20	52	18	58	38 110	14:45	433	1561	328	1042	761 2603
3:00	12	11			23	15:00	406	298			704
3:15	9	16			25	15:15	355	241			596
3:30	12	14			26	15:30	411	251			662
3:45	22	55	16	57	38 112	15:45	420	1592	282	1072	702 2664
4:00	22	14			36	16:00	447	229			676
4:15	28	25			53	16:15	420	261			681
4:30	57	28			85	16:30	430	243			673
4:45	49	156	41	108	90 264	16:45	440	1737	264	997	704 2734
5:00	55	38			93	17:00	448	271			719
5:15	79	43			122	17:15	441	296			737
5:30	117	70			187	17:30	466	248			714
5:45	115	366	96	247	211 613	17:45	449	1804	277	1092	726 2896
6:00	111	98			209	18:00	389	283			672
6:15	142	125			267	18:15	371	291			662
6:30	176	129			305	18:30	364	274			638
6:45	205	634	158	510	363 1144	18:45	312	1436	226	1074	538 2510
7:00	254	161			415	19:00	238	210			448
7:15	275	252			527	19:15	254	236			490
7:30	380	350			730	19:30	218	207			425
7:45	432	1341	317	1080	749 2421	19:45	176	886	169	822	345 1708
8:00	437	297			734	20:00	181	169			350
8:15	282	326			608	20:15	188	149			337
8:30	278	303			581	20:30	144	164			308
8:45	223	1220	265	1191	488 2411	20:45	139	652	129	611	268 1263
9:00	200	210			410	21:00	143	159			302
9:15	222	184			406	21:15	124	152			276
9:30	223	209			432	21:30	100	129			229
9:45	195	840	219	822	414 1662	21:45	95	462	102	542	197 1004
10:00	178	191			369	22:00	71	116			187
10:15	184	172			356	22:15	85	128			213
10:30	204	192			396	22:30	83	69			152
10:45	221	787	191	746	412 1533	22:45	65	304	73	386	138 690
11:00	219	195			414	23:00	50	84			134
11:15	243	235			478	23:15	53	61			114
11:30	256	232			488	23:30	29	65			94
11:45	222	940	241	903	463 1843	23:45	43	175	45	255	88 430
<b>TOTALS</b>	<b>6547</b>	<b>5918</b>			<b>12465</b>	<b>TOTALS</b>	<b>12746</b>	<b>9701</b>			<b>22447</b>
<b>SPLIT %</b>	<b>52.5%</b>	<b>47.5%</b>			<b>35.7%</b>	<b>SPLIT %</b>	<b>56.8%</b>	<b>43.2%</b>			<b>64.3%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					19,293	15,619	0	0	34,912
AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	17:00	17:45	17:00
AM Pk Volume	1531	1290			2821	PM Pk Volume	1804	1125	2896
Pk Hr Factor	0.876	0.921			0.942	Pk Hr Factor	0.968	0.966	0.982
7 - 9 Volume	2561	2271	0	0	4832	4 - 6 Volume	3541	2089	0 0 5630
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	1531	1290	0	0	2821	4 - 6 Pk Volume	1804	1092	0 0 2896
Pk Hr Factor	0.876	0.921	0.000	0.000	0.942	Pk Hr Factor	0.968	0.922	0.000 0.000 0.982

# VOLUME

Red Hill Ave Bet Nisson Rd & Walnut Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_081

DAILY TOTALS					NB	SB	EB	WB	Total		
					13,958	12,359	0	0	26,317		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	12	38			50	12:00	188	158			346
0:15	15	18			33	12:15	191	162			353
0:30	12	10			22	12:30	178	169			347
0:45	14	53	18	84	32 137	12:45	175	732	181	670	356 1402
1:00	14	4			18	13:00	191	195			386
1:15	10	11			21	13:15	177	192			369
1:30	8	7			15	13:30	209	173			382
1:45	5	37	10	32	15 69	13:45	221	798	196	756	417 1554
2:00	4	2			6	14:00	226	173			399
2:15	7	7			14	14:15	307	169			476
2:30	5	9			14	14:30	331	225			556
2:45	7	23	14	32	21 55	14:45	350	1214	208	775	558 1989
3:00	6	7			13	15:00	318	183			501
3:15	5	8			13	15:15	306	161			467
3:30	5	14			19	15:30	361	188			549
3:45	9	25	17	46	26 71	15:45	360	1345	198	730	558 2075
4:00	8	13			21	16:00	382	169			551
4:15	6	22			28	16:15	359	204			563
4:30	19	24			43	16:30	384	176			560
4:45	17	50	44	103	61 153	16:45	418	1543	175	724	593 2267
5:00	26	40			66	17:00	347	202			549
5:15	37	53			90	17:15	410	242			652
5:30	38	63			101	17:30	451	205			656
5:45	49	150	94	250	143 400	17:45	351	1559	197	846	548 2405
6:00	49	92			141	18:00	341	188			529
6:15	72	124			196	18:15	296	205			501
6:30	70	133			203	18:30	287	203			490
6:45	104	295	141	490	245 785	18:45	228	1152	152	748	380 1900
7:00	124	160			284	19:00	186	146			332
7:15	148	251			399	19:15	193	168			361
7:30	194	364			558	19:30	158	142			300
7:45	247	713	359	1134	606 1847	19:45	131	668	114	570	245 1238
8:00	285	304			589	20:00	146	138			284
8:15	161	273			434	20:15	146	120			266
8:30	152	285			437	20:30	102	128			230
8:45	124	722	260	1122	384 1844	20:45	97	491	95	481	192 972
9:00	129	176			305	21:00	91	95			186
9:15	142	178			320	21:15	89	99			188
9:30	133	173			306	21:30	75	69			144
9:45	124	528	195	722	319 1250	21:45	52	307	72	335	124 642
10:00	151	170			321	22:00	51	65			116
10:15	115	144			259	22:15	61	75			136
10:30	155	151			306	22:30	67	43			110
10:45	161	582	147	612	308 1194	22:45	38	217	44	227	82 444
11:00	140	159			299	23:00	32	47			79
11:15	171	172			343	23:15	36	34			70
11:30	155	195			350	23:30	18	43			61
11:45	176	642	201	727	377 1369	23:45	26	112	19	143	45 255
<b>TOTALS</b>	<b>3820</b>	<b>5354</b>			<b>9174</b>	<b>TOTALS</b>	<b>10138</b>	<b>7005</b>			<b>17143</b>
<b>SPLIT %</b>	<b>41.6%</b>	<b>58.4%</b>			<b>34.9%</b>	<b>SPLIT %</b>	<b>59.1%</b>	<b>40.9%</b>			<b>65.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					13,958	12,359	0	0	26,317		
AM Peak Hour	7:30	7:30		7:30	PM Peak Hour	16:45	17:00		16:45		
AM Pk Volume	887	1300		2187	PM Pk Volume	1626	846		2450		
Pk Hr Factor	0.778	0.893		0.902	Pk Hr Factor	0.901	0.874		0.934		
7 - 9 Volume	1435	2256	0	0	3691	4 - 6 Volume	3102	1570	0	0	4672
7 - 9 Peak Hour	7:30	7:30		7:30	4 - 6 Peak Hour	16:45	17:00				16:45
7 - 9 Pk Volume	887	1300		2187	4 - 6 Pk Volume	1626	846		0	0	2450
Pk Hr Factor	0.778	0.893	0.000	0.000	0.902	Pk Hr Factor	0.901	0.874	0.000	0.000	0.934

### VOLUME

Red Hill Ave Bet Walnut Ave & Edinger Ave

Day: Thursday  
Date: 8/22/2024

City: Tustin  
Project #: CA24\_010086\_082

DAILY TOTALS					NB	SB	EB	WB	Total		
					16,085	14,482	0	0	30,567		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	29	18			47	12:00	217	219			436
0:15	17	11			28	12:15	220	195			415
0:30	20	5			25	12:30	183	201			384
0:45	14	80	7	41	21 121	12:45	207	827	205	820	412 1647
1:00	13	7			20	13:00	188	187			375
1:15	12	9			21	13:15	230	202			432
1:30	10	4			14	13:30	211	197			408
1:45	10	45	7	27	17 72	13:45	237	866	208	794	445 1660
2:00	7	6			13	14:00	264	192			456
2:15	5	7			12	14:15	293	203			496
2:30	11	10			21	14:30	327	221			548
2:45	6	29	8	31	14 60	14:45	363	1247	194	810	557 2057
3:00	10	4			14	15:00	407	193			600
3:15	4	17			21	15:15	406	177			583
3:30	13	23			36	15:30	441	202			643
3:45	4	31	32	76	36 107	15:45	447	1701	175	747	622 2448
4:00	6	20			26	16:00	491	181			672
4:15	6	31			37	16:15	490	186			676
4:30	17	53			70	16:30	566	214			780
4:45	13	42	96	200	109 242	16:45	540	2087	212	793	752 2880
5:00	18	56			74	17:00	518	230			748
5:15	20	75			95	17:15	624	216			840
5:30	28	125			153	17:30	541	241			782
5:45	36	102	141	397	177 499	17:45	550	2233	183	870	733 3103
6:00	50	120			170	18:00	496	179			675
6:15	67	141			208	18:15	374	195			569
6:30	77	234			311	18:30	375	183			558
6:45	85	279	233	728	318 1007	18:45	273	1518	150	707	423 2225
7:00	91	264			355	19:00	225	139			364
7:15	105	320			425	19:15	228	116			344
7:30	121	419			540	19:30	186	124			310
7:45	170	487	478	1481	648 1968	19:45	177	816	98	477	275 1293
8:00	170	482			652	20:00	146	97			243
8:15	192	414			606	20:15	140	92			232
8:30	128	411			539	20:30	112	82			194
8:45	119	609	401	1708	520 2317	20:45	113	511	66	337	179 848
9:00	144	325			469	21:00	97	91			188
9:15	109	296			405	21:15	86	66			152
9:30	125	219			344	21:30	99	72			171
9:45	136	514	239	1079	375 1593	21:45	80	362	66	295	146 657
10:00	116	236			352	22:00	75	54			129
10:15	148	204			352	22:15	61	46			107
10:30	154	220			374	22:30	65	47			112
10:45	144	562	244	904	388 1466	22:45	48	249	25	172	73 421
11:00	185	220			405	23:00	71	31			102
11:15	164	211			375	23:15	51	18			69
11:30	175	241			416	23:30	29	18			47
11:45	179	703	233	905	412 1608	23:45	34	185	16	83	50 268
<b>TOTALS</b>	<b>3483</b>	<b>7577</b>			<b>11060</b>	<b>TOTALS</b>	<b>12602</b>	<b>6905</b>			<b>19507</b>
<b>SPLIT %</b>	<b>31.5%</b>	<b>68.5%</b>			<b>36.2%</b>	<b>SPLIT %</b>	<b>64.6%</b>	<b>35.4%</b>			<b>63.8%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					16,085	14,482	0	0	30,567

AM Peak Hour	11:45	7:30			7:30	PM Peak Hour	16:30	16:45			16:45
AM Pk Volume	799	1793			2446	PM Pk Volume	2248	899			3122
Pk Hr Factor	0.908	0.930			0.938	Pk Hr Factor	0.901	0.933			0.929
7 - 9 Volume	1096	3189	0	0	4285	4 - 6 Volume	4320	1663	0	0	5983
7 - 9 Peak Hour	7:45	7:30			7:30	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	660	1793			2446	4 - 6 Pk Volume	2248	899			3122
Pk Hr Factor	0.859	0.930	0.000	0.000	0.938	Pk Hr Factor	0.901	0.933	0.000	0.000	0.929



**ADT32 Red Hill Ave between Valencia Rd and Victory Rd.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB	SB	PM Period	NB	SB						
0:00	9	12	12:00	179	160						
0:15	13	5	12:15	171	143						
0:30	13	2	12:30	169	158						
0:45	7	42	4	23	65	12:45	191	710	157	618	1328
1:00	12	9	13:00	199	175						
1:15	11	3	13:15	207	159						
1:30	6	9	13:30	207	145						
1:45	9	38	4	25	63	13:45	187	800	128	607	1407
2:00	3	4	14:00	251	150						
2:15	7	6	14:15	304	140						
2:30	4	7	14:30	265	125						
2:45	4	18	2	19	37	14:45	353	1173	187	602	1775
3:00	4	10	15:00	311	139						
3:15	5	7	15:15	399	126						
3:30	8	18	15:30	418	157						
3:45	9	26	25	60	86	15:45	411	1539	166	588	2127
4:00	5	21	16:00	404	143						
4:15	11	26	16:15	488	180						
4:30	7	43	16:30	422	147						
4:45	13	36	73	163	199	16:45	519	1833	156	626	2459
5:00	17	58	17:00	501	152						
5:15	15	58	17:15	534	188						
5:30	25	88	17:30	483	162						
5:45	34	91	136	340	431	17:45	419	1937	156	658	2595
6:00	49	121	18:00	332	150						
6:15	48	114	18:15	366	149						
6:30	40	138	18:30	258	134						
6:45	58	195	180	553	748	18:45	209	1165	133	566	1731
7:00	56	183	19:00	213	120						
7:15	79	195	19:15	158	109						
7:30	90	233	19:30	135	110						
7:45	113	338	326	937	1275	19:45	106	612	77	416	1028
8:00	120	311	20:00	85	70						
8:15	91	236	20:15	104	74						
8:30	99	270	20:30	94	73						
8:45	105	415	262	1079	1494	20:45	78	361	87	304	665
9:00	85	268	21:00	73	56						
9:15	106	175	21:15	80	66						
9:30	92	167	21:30	56	39						
9:45	105	388	177	787	1175	21:45	57	266	44	205	471
10:00	100	137	22:00	54	49						
10:15	117	118	22:15	52	30						
10:30	128	126	22:30	55	29						
10:45	106	451	154	535	986	22:45	47	208	21	129	337
11:00	130	132	23:00	30	20						
11:15	154	166	23:15	39	17						
11:30	173	143	23:30	27	12						
11:45	141	598	135	576	1174	23:45	21	117	13	62	179

**Total Vol.** 2636 5097 **7733** 10721 5381 **16102**

Daily Totals		Combined
NB	SB	
13357	10478	<b>23835</b>

Split %	AM		32.4%	PM		67.6%
	34.1%	65.9%		66.6%	33.4%	
<b>Peak Hour</b>	11:30	7:45	<b>7:45</b>	16:45	16:45	<b>16:45</b>
<b>Volume</b>	664	1143	<b>1566</b>	2037	658	<b>2695</b>
<b>P.H.F.</b>	0.93	0.88	<b>0.89</b>	0.98	0.88	<b>0.93</b>

ADT34 Red Hill Ave between Warner Ave and Carnegie Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	11	10	12:00	161	142	
0:15	16	3	12:15	160	132	
0:30	15	0	12:30	169	113	
0:45	11 53	4 17	12:45	190 680	127 514	
1:00	9	6	13:00	214	140	
1:15	9	9	13:15	174	125	
1:30	9	7	13:30	212	127	
1:45	7 34	7 29	13:45	208 808	134 526	
2:00	4	2	14:00	273	123	
2:15	7	6	14:15	283	115	
2:30	4	8	14:30	334	124	
2:45	4 19	4 20	14:45	368 1258	117 479	
3:00	4	16	15:00	353	129	
3:15	2	9	15:15	471	107	
3:30	7	26	15:30	492	131	
3:45	12 25	31 82	15:45	530 1846	142 509	
4:00	8	21	16:00	531	141	
4:15	12	29	16:15	503	144	
4:30	9	57	16:30	558	129	
4:45	18 47	79 186	16:45	592 2184	126 540	
5:00	16	50	17:00	610	142	
5:15	27	77	17:15	598	153	
5:30	27	85	17:30	518	152	
5:45	36 106	125 337	17:45	486 2212	150 597	
6:00	82	81	18:00	395	129	
6:15	67	85	18:15	292	103	
6:30	37	110	18:30	275	123	
6:45	65 251	153 429	18:45	184 1146	93 448	
7:00	53	148	19:00	172	96	
7:15	76	170	19:15	125	78	
7:30	110	187	19:30	103	85	
7:45	128 367	221 726	19:45	70 470	71 330	
8:00	114	253	20:00	78	62	
8:15	83	237	20:15	103	58	
8:30	107	240	20:30	75	63	
8:45	81 385	228 958	20:45	59 315	65 248	
9:00	88	231	21:00	64	44	
9:15	92	144	21:15	65	53	
9:30	84	150	21:30	61	35	
9:45	105 369	148 673	21:45	44 234	41 173	
10:00	111	117	22:00	50	41	
10:15	112	100	22:15	50	15	
10:30	113	121	22:30	46	17	
10:45	95 431	112 450	22:45	35 181	25 98	
11:00	114	113	23:00	32	17	
11:15	136	130	23:15	34	14	
11:30	154	137	23:30	41	10	
11:45	155 559	116 496	23:45	16 123	11 52	
<b>Total Vol.</b>	2646	4403	<b>7049</b>	11457	4514	<b>15971</b>
						<b>Daily Totals</b>
						NB SB <b>Combined</b>
						14103 8917 <b>23020</b>
<b>AM</b>			<b>PM</b>			
<b>Split %</b>	37.5%	62.5%	<b>30.6%</b>	71.7%	28.3%	<b>69.4%</b>
<b>Peak Hour</b>	11:45	8:00	<b>7:45</b>	16:30	17:00	<b>16:30</b>
<b>Volume</b>	645	958	<b>1383</b>	2358	597	<b>2908</b>
<b>P.H.F.</b>	0.95	0.95	<b>0.94</b>	0.97	0.98	<b>0.97</b>

# VOLUME

Robinson Dr Bet Keller Dr & Jamboree Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_083

DAILY TOTALS					NB	SB						Total			
					0	0						4,629			
					2,284							2,345			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00			5	7	12		12:00			34	26	60			
0:15			3	4	7		12:15			28	29	57			
0:30			2	1	3		12:30			27	30	57			
0:45			1	11	4	16	12:45			34	123	22	107	56	230
1:00			2		3	5	13:00			19		22	41		
1:15			0		4	4	13:15			23		28	51		
1:30			0		0	0	13:30			26		22	48		
1:45			0	2	3	10	13:45			23	91	32	104	55	195
2:00			0		1	1	14:00			25		37	62		
2:15			1		1	2	14:15			28		25	53		
2:30			0		1	1	14:30			28		64	92		
2:45			0	1	0	3	14:45			81	162	55	181	136	343
3:00			1		2	3	15:00			40		56	96		
3:15			2		0	2	15:15			32		38	70		
3:30			0		1	1	15:30			33		27	60		
3:45			2	5	0	3	15:45			32	137	49	170	81	307
4:00			5		0	5	16:00			39		48	87		
4:15			0		0	0	16:15			40		46	86		
4:30			2		2	4	16:30			41		43	84		
4:45			3	10	1	3	16:45			39	159	45	182	84	341
5:00			5		0	5	17:00			36		57	93		
5:15			8		3	11	17:15			54		57	111		
5:30			7		5	12	17:30			52		69	121		
5:45			12	32	4	12	17:45			41	183	69	252	110	435
6:00			3		3	6	18:00			48		38	86		
6:15			16		7	23	18:15			42		59	101		
6:30			22		8	30	18:30			56		47	103		
6:45			28	69	17	35	18:45			45	191	40	184	85	375
7:00			30		25	55	19:00			44		46	90		
7:15			29		27	56	19:15			25		42	67		
7:30			58		45	103	19:30			38		42	80		
7:45			75	192	73	170	19:45			29	136	40	170	69	306
8:00			103		85	188	20:00			27		26	53		
8:15			44		62	106	20:15			23		35	58		
8:30			36		36	72	20:30			33		27	60		
8:45			25	208	39	222	20:45			25	108	24	112	49	220
9:00			38		22	60	21:00			38		20	58		
9:15			20		22	42	21:15			18		16	34		
9:30			29		28	57	21:30			16		16	32		
9:45			20	107	15	87	21:45			10	82	14	66	24	148
10:00			28		28	56	22:00			9		16	25		
10:15			24		19	43	22:15			8		13	21		
10:30			37		26	63	22:30			7		11	18		
10:45			17	106	26	99	22:45			8	32	6	46	14	78
11:00			30		20	50	23:00			6		6	12		
11:15			26		23	49	23:15			2		4	6		
11:30			39		21	60	23:30			3		3	6		
11:45			30	125	32	96	23:45			1	12	2	15	3	27
<b>TOTALS</b>			868		756		<b>TOTALS</b>			1416		1589		<b>3005</b>	
<b>SPLIT %</b>			53.4%		46.6%		<b>SPLIT %</b>			47.1%		52.9%		<b>64.9%</b>	

DAILY TOTALS					NB	SB						Total	
					0	0						4,629	
					2,284							2,345	

AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			17:15	17:00	17:00
AM Pk Volume			280	265	545	PM Pk Volume			195	252	435
Pk Hr Factor			0.680	0.779	0.725	Pk Hr Factor			0.903	0.913	0.899
7 - 9 Volume	0	0	400	392	792	4 - 6 Volume	0	0	342	434	776
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	280	265	545	4 - 6 Pk Volume	0	0	183	252	435
Pk Hr Factor	0.000	0.000	0.680	0.779	0.725	Pk Hr Factor	0.000	0.000	0.847	0.913	0.899

### VOLUME

San Juan St Bet Newport Ave & Red Hill Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_084

DAILY TOTALS					NB	SB						Total	
					0	0						3,915	
							1,971			1,944			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00			3	4	7		12:00			38	31	69	
0:15			1	6	7		12:15			19	39	58	
0:30			1	3	4		12:30			37	34	71	
0:45			0	5	2	15	12:45			21	115	30	134
1:00			2	0	2	20	13:00			28	29	57	
1:15			1	1	2		13:15			23	26	49	
1:30			4	2	6		13:30			25	29	54	
1:45			0	7	1	4	13:45			17	93	26	110
2:00			1	1	2		14:00			25	29	54	
2:15			3	0	3		14:15			30	31	61	
2:30			1	3	4		14:30			45	41	86	
2:45			1	6	0	4	14:45			36	136	60	161
3:00			1	1	2		15:00			24	47	71	
3:15			1	0	1		15:15			25	32	57	
3:30			5	0	5		15:30			32	31	63	
3:45			3	10	2	3	15:45			38	119	28	138
4:00			1	0	1		16:00			22	33	55	
4:15			2	1	3		16:15			34	31	65	
4:30			7	2	9		16:30			43	32	75	
4:45			8	18	2	5	16:45			41	140	52	148
5:00			3	1	4		17:00			34	50	84	
5:15			4	4	8		17:15			45	44	89	
5:30			7	3	10		17:30			30	31	61	
5:45			13	27	2	10	17:45			38	147	42	167
6:00			9	2	11		18:00			29	34	63	
6:15			21	7	28		18:15			32	36	68	
6:30			20	12	32		18:30			24	44	68	
6:45			22	72	10	31	18:45			21	106	32	146
7:00			19	12	31		19:00			28	31	59	
7:15			41	31	72		19:15			34	29	63	
7:30			53	23	76		19:30			33	25	58	
7:45			49	162	24	90	19:45			40	135	37	122
8:00			47	55	102		20:00			26	19	45	
8:15			50	45	95		20:15			31	10	41	
8:30			42	24	66		20:30			22	21	43	
8:45			25	164	40	164	20:45			19	98	19	69
9:00			37	43	80		21:00			14	18	32	
9:15			22	25	47		21:15			13	17	30	
9:30			39	25	64		21:30			11	13	24	
9:45			20	118	26	119	21:45			17	55	9	57
10:00			16	17	33		22:00			11	10	21	
10:15			19	21	40		22:15			6	10	16	
10:30			17	22	39		22:30			5	10	15	
10:45			23	75	26	86	22:45			6	28	4	34
11:00			16	19	35		23:00			3	8	11	
11:15			20	26	46		23:15			7	6	13	
11:30			51	29	80		23:30			3	5	8	
11:45			29	116	27	101	23:45			6	19	7	26
<b>TOTALS</b>				780	632	1412	<b>TOTALS</b>			1191	1312	2503	
<b>SPLIT %</b>				55.2%	44.8%	36.1%	<b>SPLIT %</b>			47.6%	52.4%	63.9%	

DAILY TOTALS					NB	SB						Total
					0	0						3,915
							1,971			1,944		

AM Peak Hour			7:30	8:00	7:30	PM Peak Hour			16:30	14:30	16:30
AM Pk Volume			199	164	346	PM Pk Volume			163	180	341
Pk Hr Factor			0.939	0.745	0.848	Pk Hr Factor			0.906	0.750	0.917
7 - 9 Volume	0	0	326	254	580	4 - 6 Volume	0	0	287	315	602
7 - 9 Peak Hour			7:30	8:00	7:30	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	199	164	346	4 - 6 Pk Volume	0	0	163	178	341
Pk Hr Factor	0.000	0.000	0.939	0.745	0.848	Pk Hr Factor	0.000	0.000	0.906	0.856	0.917

# VOLUME

San Juan St Bet Red Hill Ave & Browning Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_085

DAILY TOTALS					NB	SB						Total	
					0	0						4,529	
							2,243					2,286	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00			3	3	6		12:00			36	32	68	
0:15			5	4	9		12:15			33	25	58	
0:30			1	6	7		12:30			50	35	85	
0:45			2	11	2	15	12:45			30	149	32	124
1:00			4	3	7		13:00			34	26	60	
1:15			4	2	6		13:15			29	32	61	
1:30			6	1	7		13:30			32	22	54	
1:45			2	16	0	6	13:45			29	124	31	111
2:00			1	1	2		14:00			31	35	66	
2:15			1	1	2		14:15			42	52	94	
2:30			3	1	4		14:30			50	64	114	
2:45			2	7	0	3	14:45			37	160	83	234
3:00			2	2	4		15:00			28	46	74	
3:15			0	2	2		15:15			34	40	74	
3:30			0	1	1		15:30			32	25	57	
3:45			3	5	0	5	15:45			36	130	34	145
4:00			1	2	3		16:00			34	30	64	
4:15			1	3	4		16:15			38	23	61	
4:30			2	7	9		16:30			58	29	87	
4:45			1	5	15	27	16:45			47	177	46	128
5:00			0	2	2		17:00			41	33	74	
5:15			4	9	13		17:15			50	30	80	
5:30			5	20	25		17:30			40	39	79	
5:45			2	11	14	45	17:45			51	182	33	135
6:00			4	16	20		18:00			36	37	73	
6:15			9	15	24		18:15			50	40	90	
6:30			7	19	26		18:30			29	44	73	
6:45			12	32	23	73	18:45			27	142	28	149
7:00			10	23	33		19:00			32	30	62	
7:15			26	41	67		19:15			43	29	72	
7:30			37	54	91		19:30			34	25	59	
7:45			41	114	68	186	19:45			43	152	23	107
8:00			58	92	150		20:00			36	24	60	
8:15			47	36	83		20:15			34	19	53	
8:30			28	34	62		20:30			40	19	59	
8:45			27	160	33	195	20:45			32	142	22	84
9:00			41	32	73		21:00			21	20	41	
9:15			33	51	84		21:15			25	18	43	
9:30			55	48	103		21:30			24	21	45	
9:45			30	159	31	162	21:45			21	91	11	70
10:00			21	30	51		22:00			18	13	31	
10:15			20	30	50		22:15			15	8	23	
10:30			13	21	34		22:30			19	11	30	
10:45			20	74	25	106	22:45			2	54	12	44
11:00			17	24	41		23:00			14	7	21	
11:15			24	23	47		23:15			11	2	13	
11:30			34	24	58		23:30			8	7	15	
11:45			26	101	40	111	23:45			12	45	5	21
<b>TOTALS</b>				695	934	<b>1629</b>	<b>TOTALS</b>			1548	1352	<b>2900</b>	
<b>SPLIT %</b>				42.7%	57.3%	<b>36.0%</b>	<b>SPLIT %</b>			53.4%	46.6%	<b>64.0%</b>	

DAILY TOTALS					NB	SB						Total	
					0	0						4,529	
							2,243					2,286	

AM Peak Hour			7:30	7:15	7:30	PM Peak Hour			16:30	14:15	14:15
AM Pk Volume			183	255	433	PM Pk Volume			196	245	402
Pk Hr Factor			0.789	0.693	0.722	Pk Hr Factor			0.845	0.738	0.838
7 - 9 Volume	0	0	274	381	655	4 - 6 Volume	0	0	359	263	622
7 - 9 Peak Hour			7:30	7:15	7:30	4 - 6 Peak Hour			16:30	16:45	16:30
7 - 9 Pk Volume	0	0	183	255	433	4 - 6 Pk Volume	0	0	196	148	334
Pk Hr Factor	0.000	0.000	0.789	0.693	0.722	Pk Hr Factor	0.000	0.000	0.845	0.804	0.898

**ADT2 17th St between SR-55 NB Ramps and Carroll Way-Yorba St South.**

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB	
0:00	20		19		12:00	349		306		
0:15	17		8		12:15	338		294		
0:30	17		6		12:30	326		346		
0:45	14	68	7	40	12:45	305	1318	312	1258	2576
1:00	7		13		13:00	314		326		
1:15	16		11		13:15	363		334		
1:30	9		6		13:30	312		331		
1:45	4	36	6	36	13:45	269	1258	354	1345	2603
2:00	9		4		14:00	300		336		
2:15	8		4		14:15	330		314		
2:30	7		7		14:30	352		404		
2:45	6	30	5	20	14:45	281	1263	412	1466	2729
3:00	6		10		15:00	303		396		
3:15	5		11		15:15	312		365		
3:30	5		7		15:30	302		364		
3:45	8	24	17	45	15:45	315	1232	411	1536	2768
4:00	10		10		16:00	305		380		
4:15	4		13		16:15	318		436		
4:30	16		30		16:30	326		414		
4:45	23	53	42	95	16:45	310	1259	362	1592	2851
5:00	20		44		17:00	347		456		
5:15	24		54		17:15	331		408		
5:30	55		97		17:30	337		399		
5:45	64	163	106	301	17:45	315	1330	337	1600	2930
6:00	63		112		18:00	331		364		
6:15	91		139		18:15	304		350		
6:30	129		184		18:30	268		340		
6:45	219	502	193	628	18:45	279	1182	283	1337	2519
7:00	385		204		19:00	290		287		
7:15	385		324		19:15	253		234		
7:30	360		358		19:30	257		204		
7:45	461	1591	356	1242	19:45	213	1013	204	929	1942
8:00	497		379		20:00	203		179		
8:15	360		459		20:15	216		186		
8:30	352		341		20:30	173		141		
8:45	414	1623	284	1463	20:45	160	752	164	670	1422
9:00	353		253		21:00	144		122		
9:15	310		272		21:15	129		112		
9:30	283		302		21:30	126		108		
9:45	381	1327	249	1076	21:45	73	472	83	425	897
10:00	276		217		22:00	81		102		
10:15	276		258		22:15	64		62		
10:30	261		263		22:30	55		46		
10:45	305	1118	301	1039	22:45	59	259	30	240	499
11:00	272		267		23:00	47		45		
11:15	323		258		23:15	37		28		
11:30	279		310		23:30	42		20		
11:45	336	1210	301	1136	23:45	28	154	12	105	259

**Total Vol.** 7745 7121 **14866** 11492 12503 **23995**

Daily Totals		
EB	WB	Combined
19237	19624	<b>38861</b>

Split %	AM			PM		
	52.1%	47.9%	<b>38.3%</b>	47.9%	52.1%	<b>61.7%</b>
<b>Peak Hour</b>	7:15	7:30	<b>7:30</b>	17:00	16:15	<b>16:15</b>
<b>Volume</b>	1703	1552	<b>3230</b>	1330	1668	<b>2999</b>
<b>P.H.F.</b>	0.86	0.85	<b>0.92</b>	0.96	0.91	<b>0.92</b>

### VOLUME

17th St Bet Yorba St N & Prospect Ave N

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_088

DAILY TOTALS					NB	SB						Total	
					0	0						31,711	
					16,200							15,511	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00			12	10	22		12:00			251	236	487	
0:15			22	14	36		12:15			240	263	503	
0:30			14	5	19		12:30			219	264	483	
0:45			9	57	8	37	12:45			256	966	243	1006
1:00			8	6	14		13:00			273	221	494	
1:15			11	3	14		13:15			280	243	523	
1:30			4	0	4		13:30			276	274	550	
1:45			3	26	4	13	13:45			215	1044	235	973
2:00			7	2	9		14:00			284	261	545	
2:15			2	0	2		14:15			323	258	581	
2:30			12	6	18		14:30			284	307	591	
2:45			6	27	5	13	14:45			264	1155	365	1191
3:00			1	4	5		15:00			251	340	591	
3:15			6	4	10		15:15			274	289	563	
3:30			3	7	10		15:30			264	286	550	
3:45			8	18	13	28	15:45			272	1061	336	1251
4:00			7	12	19		16:00			271	331	602	
4:15			5	18	23		16:15			262	332	594	
4:30			11	32	43		16:30			261	308	569	
4:45			12	35	25	87	16:45			287	1081	324	1295
5:00			13	49	62		17:00			283	380	663	
5:15			28	38	66		17:15			315	335	650	
5:30			22	51	73		17:30			295	353	648	
5:45			64	127	70	208	17:45			314	1207	312	1380
6:00			63	71	134		18:00			245	320	565	
6:15			84	80	164		18:15			255	258	513	
6:30			108	111	219		18:30			247	267	514	
6:45			216	471	125	387	18:45			204	951	254	1099
7:00			242	159	401		19:00			230	208	438	
7:15			309	229	538		19:15			214	199	413	
7:30			353	235	588		19:30			200	194	394	
7:45			581	1485	272	895	19:45			186	830	146	747
8:00			452	363	815		20:00			190	171	361	
8:15			374	401	775		20:15			146	137	283	
8:30			324	259	583		20:30			169	113	282	
8:45			369	1519	223	1246	20:45			126	631	91	512
9:00			257	191	448		21:00			123	96	219	
9:15			248	212	460		21:15			100	88	188	
9:30			188	184	372		21:30			101	62	163	
9:45			204	897	221	808	21:45			92	416	55	301
10:00			212	220	432		22:00			85	73	158	
10:15			260	197	457		22:15			56	38	94	
10:30			205	210	415		22:30			74	41	115	
10:45			237	914	221	848	22:45			48	263	28	180
11:00			207	196	403		23:00			33	35	68	
11:15			222	229	451		23:15			45	29	74	
11:30			229	233	462		23:30			22	17	39	
11:45			234	892	250	908	23:45			27	127	17	98
<b>TOTALS</b>			6468	5478	11946		<b>TOTALS</b>			9732	10033	19765	
<b>SPLIT %</b>			54.1%	45.9%	37.7%		<b>SPLIT %</b>			49.2%	50.8%	62.3%	

DAILY TOTALS					NB	SB						Total
					0	0						31,711
					16,200							15,511
AM Peak Hour			7:30	7:45	7:30		PM Peak Hour			17:00	16:45	17:00
AM Pk Volume			1760	1295	3031		PM Pk Volume			1207	1392	2587
Pk Hr Factor			0.757	0.807	0.888		Pk Hr Factor			0.958	0.916	0.975
7 - 9 Volume	0	0	3004	2141	5145		4 - 6 Volume	0	0	2288	2675	4963
7 - 9 Peak Hour			7:30	7:45	7:30		4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	1760	1295	3031		4 - 6 Pk Volume	0	0	1207	1392	2587
Pk Hr Factor	0.000	0.000	0.757	0.807	0.888		Pk Hr Factor	0.000	0.000	0.958	0.916	0.975

# VOLUME

Sycamore Ave Bet Newport Ave & Red Hill Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_091

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,798	5,094	8,892		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			7	11	18	12:00			44	94	138
0:15			9	4	13	12:15			41	72	113
0:30			5	6	11	12:30			47	55	102
0:45			4	25	4	12:45			55	187	287
					8				66	287	474
1:00			3	3	6	13:00			47	56	103
1:15			4	8	12	13:15			65	51	116
1:30			3	6	9	13:30			73	78	151
1:45			5	15	4	13:45			71	256	327
					9				62	247	503
2:00			3	1	4	14:00			72	61	133
2:15			2	1	3	14:15			58	91	149
2:30			0	3	3	14:30			69	108	177
2:45			4	9	0	14:45			48	247	383
					4				123	383	630
3:00			0	3	3	15:00			40	118	158
3:15			6	2	8	15:15			54	115	169
3:30			4	3	7	15:30			58	105	163
3:45			6	16	2	15:45			54	206	451
					8				113	451	657
4:00			6	5	11	16:00			55	143	198
4:15			4	4	8	16:15			52	104	156
4:30			13	12	25	16:30			71	120	191
4:45			22	45	13	16:45			87	265	481
					34				114	481	746
5:00			14	16	30	17:00			105	110	215
5:15			18	17	35	17:15			99	105	204
5:30			27	27	54	17:30			99	96	195
5:45			37	96	33	17:45			73	376	430
					93				119	430	806
6:00			30	31	61	18:00			62	145	207
6:15			60	30	90	18:15			56	123	179
6:30			51	36	87	18:30			46	118	164
6:45			46	187	63	18:45			50	214	488
					160				102	488	702
7:00			49	64	113	19:00			45	71	116
7:15			93	74	167	19:15			39	62	101
7:30			127	99	226	19:30			38	49	87
7:45			68	337	91	19:45			46	168	230
					328				48	230	398
8:00			41	115	156	20:00			42	53	95
8:15			60	73	133	20:15			35	36	71
8:30			59	67	126	20:30			29	41	70
8:45			58	218	58	20:45			35	141	167
					313				37	167	308
9:00			59	60	119	21:00			33	46	79
9:15			41	65	106	21:15			35	32	67
9:30			36	46	82	21:30			26	34	60
9:45			49	185	39	21:45			22	116	140
					210				28	140	256
10:00			44	33	77	22:00			20	35	55
10:15			42	56	98	22:15			16	18	34
10:30			38	50	88	22:30			9	34	43
10:45			44	168	39	22:45			13	58	105
					178				18	105	163
11:00			46	49	95	23:00			15	21	36
11:15			52	55	107	23:15			15	12	27
11:30			47	72	119	23:30			8	12	20
11:45			71	216	72	23:45			9	47	60
					248				15	60	107
<b>TOTALS</b>			1517	1625	3142	<b>TOTALS</b>			2281	3469	5750
<b>SPLIT %</b>			48.3%	51.7%	35.3%	<b>SPLIT %</b>			39.7%	60.3%	64.7%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,798	5,094	8,892		
AM Peak Hour			7:00	7:15	7:15	PM Peak Hour			16:45	17:45	16:45
AM Pk Volume			337	379	708	PM Pk Volume			390	505	815
Pk Hr Factor			0.663	0.824	0.783	Pk Hr Factor			0.929	0.871	0.948
7 - 9 Volume	0	0	555	641	1196	4 - 6 Volume	0	0	641	911	1552
7 - 9 Peak Hour			7:00	7:15	7:15	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	337	379	708	4 - 6 Pk Volume	0	0	390	481	815
Pk Hr Factor	0.000	0.000	0.663	0.824	0.783	Pk Hr Factor	0.000	0.000	0.929	0.841	0.948

### VOLUME

Tustin Ranch Rd Bet Pioneer Way & Portola Pkwy

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_094

DAILY TOTALS					NB	SB	EB		WB	Total	
					0	0	6,026	6,064	12,090		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			8	3	11	12:00			65	81	146
0:15			4	2	6	12:15			71	88	159
0:30			9	5	14	12:30			67	70	137
0:45			1	22	11	12:45			63	266	305
1:00			1	1	2	13:00			80	65	145
1:15			3	3	6	13:15			73	64	137
1:30			2	1	3	13:30			78	86	164
1:45			3	9	1	13:45			111	342	274
2:00			0	2	2	14:00			111	80	191
2:15			1	2	3	14:15			141	87	228
2:30			3	1	4	14:30			160	130	290
2:45			1	5	0	14:45			199	611	582
3:00			2	3	5	15:00			171	274	445
3:15			2	2	4	15:15			113	125	238
3:30			1	2	3	15:30			96	67	163
3:45			0	5	4	15:45			127	507	547
4:00			2	0	2	16:00			107	84	191
4:15			2	6	8	16:15			114	75	189
4:30			1	9	10	16:30			122	92	214
4:45			1	6	9	16:45			137	480	333
5:00			2	5	7	17:00			119	90	209
5:15			11	11	22	17:15			142	87	229
5:30			12	20	32	17:30			130	95	225
5:45			34	59	18	17:45			146	537	366
6:00			24	23	47	18:00			142	112	254
6:15			39	26	65	18:15			109	74	183
6:30			28	41	69	18:30			130	69	199
6:45			36	127	73	18:45			130	511	314
7:00			41	117	158	19:00			98	74	172
7:15			76	94	170	19:15			84	57	141
7:30			198	212	410	19:30			88	58	146
7:45			278	593	355	19:45			70	340	236
8:00			164	316	480	20:00			72	31	103
8:15			110	209	319	20:15			47	42	89
8:30			76	137	213	20:30			67	39	106
8:45			59	409	127	20:45			59	245	147
9:00			60	97	157	21:00			49	33	82
9:15			64	79	143	21:15			41	34	75
9:30			69	79	148	21:30			25	18	43
9:45			53	246	98	21:45			23	138	95
10:00			65	89	154	22:00			34	15	49
10:15			44	57	101	22:15			19	12	31
10:30			52	84	136	22:30			18	13	31
10:45			40	201	76	22:45			17	88	48
11:00			60	93	153	23:00			12	6	18
11:15			50	64	114	23:15			12	2	14
11:30			73	84	157	23:30			8	4	12
11:45			57	240	63	23:45			7	39	13
<b>TOTALS</b>			1922	2804	4726	<b>TOTALS</b>			4104	3260	7364
<b>SPLIT %</b>			40.7%	59.3%	39.1%	<b>SPLIT %</b>			55.7%	44.3%	60.9%

DAILY TOTALS					NB	SB	EB		WB	Total	
					0	0	6,026	6,064	12,090		
AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			14:15	14:30	14:30
AM Pk Volume			750	1092	1842	PM Pk Volume			671	814	1457
Pk Hr Factor			0.674	0.769	0.727	Pk Hr Factor			0.843	0.714	0.753
7 - 9 Volume	0	0	1002	1567	2569	4 - 6 Volume	0	0	1017	699	1716
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	750	1092	1842	4 - 6 Pk Volume	0	0	537	366	903
Pk Hr Factor	0.000	0.000	0.674	0.769	0.727	Pk Hr Factor	0.000	0.000	0.920	0.963	0.941

### VOLUME

Tustin Ranch Rd Bet Portola Pkwy & La Colina Dr

Day: Wednesday  
Date: 9/18/2024

City: Tustin  
Project #: CA24\_010086\_095

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,715	11,402	0	0	22,117		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	10	4			14	12:00	154	116			270
0:15	9	4			13	12:15	137	125			262
0:30	9	2			11	12:30	154	127			281
0:45	6	34	6	16	12	12:45	180	625	146	514	326
1:00	5	2			7	13:00	148	164			312
1:15	5	2			7	13:15	212	150			362
1:30	6	1			7	13:30	177	162			339
1:45	2	18	1	6	3	13:45	180	717	245	721	425
2:00	4	1			5	14:00	150	156			306
2:15	0	3			3	14:15	191	174			365
2:30	2	1			3	14:30	212	199			411
2:45	3	9	1	6	4	14:45	245	798	296	825	541
3:00	0	3			3	15:00	202	389			591
3:15	3	3			6	15:15	187	206			393
3:30	3	4			7	15:30	190	209			399
3:45	4	10	5	15	9	15:45	215	794	213	1017	428
4:00	4	3			7	16:00	195	228			423
4:15	7	9			16	16:15	220	209			429
4:30	10	8			18	16:30	259	209			468
4:45	1	22	17	37	18	16:45	218	892	209	855	427
5:00	7	13			20	17:00	264	242			506
5:15	16	17			33	17:15	297	216			513
5:30	29	42			71	17:30	274	229			503
5:45	48	100	41	113	89	17:45	256	1091	257	944	513
6:00	47	30			77	18:00	256	185			441
6:15	73	60			133	18:15	275	235			510
6:30	63	89			152	18:30	230	209			439
6:45	82	265	101	280	183	18:45	155	916	157	786	312
7:00	80	156			236	19:00	201	147			348
7:15	97	167			264	19:15	156	137			293
7:30	146	256			402	19:30	149	119			268
7:45	149	472	335	914	484	19:45	105	611	132	535	237
8:00	284	362			646	20:00	127	62			189
8:15	245	392			637	20:15	92	55			147
8:30	223	351			574	20:30	91	69			160
8:45	247	999	341	1446	588	20:45	83	393	46	232	129
9:00	181	235			416	21:00	82	43			125
9:15	129	250			379	21:15	81	39			120
9:30	106	152			258	21:30	54	29			83
9:45	119	535	148	785	267	21:45	46	263	23	134	69
10:00	109	149			258	22:00	58	10			68
10:15	115	150			265	22:15	33	12			45
10:30	120	138			258	22:30	36	13			49
10:45	103	447	126	563	229	22:45	19	146	15	50	34
11:00	124	134			258	23:00	17	16			33
11:15	130	136			266	23:15	21	12			33
11:30	122	157			279	23:30	10	13			23
11:45	127	503	136	563	263	23:45	7	55	4	45	11
<b>TOTALS</b>	<b>3414</b>	<b>4744</b>			<b>8158</b>	<b>TOTALS</b>	<b>7301</b>	<b>6658</b>			<b>13959</b>
<b>SPLIT %</b>	<b>41.8%</b>	<b>58.2%</b>			<b>36.9%</b>	<b>SPLIT %</b>	<b>52.3%</b>	<b>47.7%</b>			<b>63.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,715	11,402	0	0	22,117		
AM Peak Hour	8:00	8:00			8:00	PM Peak Hour	17:00	14:45			17:00
AM Pk Volume	999	1446			2445	PM Pk Volume	1091	1100			2035
Pk Hr Factor	0.879	0.922			0.946	Pk Hr Factor	0.918	0.707			0.992
7 - 9 Volume	1471	2360	0	0	3831	4 - 6 Volume	1983	1799	0	0	3782
7 - 9 Peak Hour	8:00	8:00			8:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	999	1446	0	0	2445	4 - 6 Pk Volume	1091	944	0	0	2035
Pk Hr Factor	0.879	0.922	0.000	0.000	0.946	Pk Hr Factor	0.918	0.918	0.000	0.000	0.992

### VOLUME

Tustin Ranch Rd Bet La Colina Dr & Irvine Blvd

Day: Wednesday  
Date: 9/18/2024

City: Tustin  
Project #: CA24\_010086\_096

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,400	11,583	0	0	22,983		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	9	5			14	12:00	162	134			296
0:15	13	4			17	12:15	162	144			306
0:30	12	2			14	12:30	175	141			316
0:45	8	42	6	17	14	12:45	192	691	161	580	353
1:00	6	2			8	13:00	161	162			323
1:15	5	2			7	13:15	214	176			390
1:30	5	1			6	13:30	178	184			362
1:45	4	20	3	8	7	13:45	190	743	250	772	440
2:00	4	3			7	14:00	176	154			330
2:15	1	3			4	14:15	201	178			379
2:30	2	1			3	14:30	232	201			433
2:45	1	8	0	7	1	14:45	255	864	291	824	546
3:00	0	4			4	15:00	217	356			573
3:15	2	3			5	15:15	217	200			417
3:30	3	4			7	15:30	214	212			426
3:45	4	9	4	15	8	15:45	244	892	229	997	473
4:00	5	4			9	16:00	229	214			443
4:15	7	9			16	16:15	245	185			430
4:30	10	9			19	16:30	287	195			482
4:45	1	23	19	41	20	16:45	248	1009	195	789	443
5:00	6	15			21	17:00	271	206			477
5:15	13	18			31	17:15	321	182			503
5:30	21	48			69	17:30	305	219			524
5:45	44	84	49	130	93	17:45	293	1190	227	834	520
6:00	39	34			73	18:00	278	181			459
6:15	60	62			122	18:15	323	221			544
6:30	59	95			154	18:30	254	187			441
6:45	78	236	116	307	194	18:45	201	1056	158	747	359
7:00	69	168			237	19:00	229	155			384
7:15	70	184			254	19:15	174	135			309
7:30	130	272			402	19:30	168	105			273
7:45	132	401	318	942	450	19:45	134	705	125	520	259
8:00	235	382			617	20:00	144	63			207
8:15	221	403			624	20:15	100	56			156
8:30	206	353			559	20:30	109	72			181
8:45	225	887	356	1494	581	20:45	91	444	44	235	135
9:00	179	258			437	21:00	99	47			146
9:15	143	257			400	21:15	89	42			131
9:30	111	174			285	21:30	65	35			100
9:45	119	552	164	853	283	21:45	49	302	28	152	77
10:00	104	160			264	22:00	57	13			70
10:15	118	153			271	22:15	39	12			51
10:30	133	164			297	22:30	39	17			56
10:45	111	466	134	611	245	22:45	25	160	13	55	38
11:00	132	148			280	23:00	22	16			38
11:15	143	142			285	23:15	23	11			34
11:30	137	174			311	23:30	11	12			23
11:45	140	552	146	610	286	23:45	8	64	4	43	12
<b>TOTALS</b>	<b>3280</b>	<b>5035</b>			<b>8315</b>	<b>TOTALS</b>	<b>8120</b>	<b>6548</b>			<b>14668</b>
<b>SPLIT %</b>	<b>39.4%</b>	<b>60.6%</b>			<b>36.2%</b>	<b>SPLIT %</b>	<b>55.4%</b>	<b>44.6%</b>			<b>63.8%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,400	11,583	0	0	22,983		
AM Peak Hour	8:00	8:00			8:00	PM Peak Hour	17:30	14:45			17:30
AM Pk Volume	887	1494			2381	PM Pk Volume	1199	1059			2047
Pk Hr Factor	0.944	0.927			0.954	Pk Hr Factor	0.928	0.744			0.941
7 - 9 Volume	1288	2436	0	0	3724	4 - 6 Volume	2199	1623	0	0	3822
7 - 9 Peak Hour	8:00	8:00			8:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	887	1494			2381	4 - 6 Pk Volume	1190	834	0	0	2024
Pk Hr Factor	0.944	0.927	0.000	0.000	0.954	Pk Hr Factor	0.927	0.919	0.000	0.000	0.966

ADT1 Tustin Ranch Rd between Irvine Blvd and Bryan Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	10	11	12:00	194	162	
0:15	11	5	12:15	167	178	
0:30	13	2	12:30	227	181	
0:45	8 42	7 25	12:45	243 831	183 704	
1:00	9	5	13:00	271	210	
1:15	9	4	13:15	285	202	
1:30	4	6	13:30	285	235	
1:45	3 25	2 17	13:45	206 1047	269 916	
2:00	3	1	14:00	239	223	
2:15	5	1	14:15	248	215	
2:30	4	4	14:30	283	219	
2:45	5 17	6 12	14:45	258 1028	285 942	
3:00	6	2	15:00	301	274	
3:15	0	4	15:15	286	235	
3:30	1	5	15:30	300	200	
3:45	2 9	6 17	15:45	375 1262	190 899	
4:00	6	8	16:00	327	244	
4:15	2	9	16:15	404	205	
4:30	10	16	16:30	431	230	
4:45	5 23	26 59	16:45	418 1580	189 868	
5:00	8	29	17:00	447	200	
5:15	16	47	17:15	451	243	
5:30	27	59	17:30	450	207	
5:45	37 88	81 216	17:45	447 1795	205 855	
6:00	41	62	18:00	485	190	
6:15	58	86	18:15	385	214	
6:30	64	132	18:30	387	171	
6:45	71 234	176 456	18:45	305 1562	136 711	
7:00	75	183	19:00	282	156	
7:15	93	231	19:15	218	148	
7:30	121	345	19:30	223	125	
7:45	195 484	409 1168	19:45	172 895	137 566	
8:00	256	462	20:00	161	100	
8:15	188	537	20:15	188	89	
8:30	187	431	20:30	127	77	
8:45	194 825	420 1850	20:45	128 604	76 342	
9:00	134	417	21:00	126	82	
9:15	161	308	21:15	102	84	
9:30	136	221	21:30	108	57	
9:45	103 534	217 1163	21:45	89 425	48 271	
10:00	171	196	22:00	75	27	
10:15	140	192	22:15	80	27	
10:30	141	174	22:30	48	24	
10:45	172 624	205 767	22:45	34 237	18 96	
11:00	160	172	23:00	49	21	
11:15	159	154	23:15	30	7	
11:30	212	222	23:30	23	12	
11:45	168 699	178 726	23:45	15 117	2 42	
<b>Total Vol.</b>	3604	6476	<b>10080</b>	11383	7212	<b>18595</b>
				<b>Daily Totals</b>		<b>Combined</b>
				NB	SB	
				14987	###	<b>28675</b>
	<b>AM</b>			<b>PM</b>		
<b>Split %</b>	35.8%	64.2%	<b>35.2%</b>	61.2%	38.8%	<b>64.8%</b>
<b>Peak Hour</b>	7:45	8:00	<b>8:00</b>	17:15	14:30	<b>17:15</b>
<b>Volume</b>	826	1850	<b>2675</b>	1833	1013	<b>2678</b>
<b>P.H.F.</b>	0.81	0.86	<b>0.92</b>	1.00	0.89	<b>0.96</b>



**ADT5 Tustin Ranch Rd between I-5 SB Ramps and Walnut Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB	SB	PM Period	NB	SB						
0:00	24	24	12:00	294	299						
0:15	19	16	12:15	292	297						
0:30	9	15	12:30	262	294						
0:45	16	68	10	65	133	12:45	266	1114	345	1235	2349
1:00	14	10	13:00	307	342						
1:15	15	15	13:15	279	315						
1:30	14	9	13:30	352	290						
1:45	9	52	10	44	96	13:45	263	1201	365	1312	2513
2:00	18	13	14:00	339	320						
2:15	10	3	14:15	322	325						
2:30	11	9	14:30	439	293						
2:45	5	44	10	35	79	14:45	381	1481	386	1324	2805
3:00	5	8	15:00	391	335						
3:15	4	15	15:15	452	314						
3:30	4	19	15:30	470	338						
3:45	10	23	10	96	119	15:45	490	1803	399	1386	3189
4:00	8	35	16:00	553	311						
4:15	12	54	16:15	592	352						
4:30	26	64	16:30	589	310						
4:45	21	67	10	267	334	16:45	656	2390	333	1306	3696
5:00	24	114	17:00	579	316						
5:15	28	125	17:15	677	404						
5:30	45	169	17:30	643	361						
5:45	62	159	10	674	833	17:45	666	2565	402	1483	4048
6:00	61	203	18:00	615	360						
6:15	60	222	18:15	461	379						
6:30	94	215	18:30	445	316						
6:45	108	323	10	943	1266	18:45	368	1889	289	1344	3233
7:00	105	306	19:00	326	250						
7:15	171	307	19:15	259	256						
7:30	154	473	19:30	268	219						
7:45	255	685	10	1598	2283	19:45	180	1033	229	954	1987
8:00	214	483	20:00	217	173						
8:15	217	522	20:15	176	157						
8:30	167	540	20:30	153	137						
8:45	227	825	10	2095	2920	20:45	177	723	139	606	1329
9:00	181	594	21:00	160	129						
9:15	243	503	21:15	113	105						
9:30	218	359	21:30	98	112						
9:45	202	844	10	1835	2679	21:45	99	470	116	462	932
10:00	199	344	22:00	96	75						
10:15	195	316	22:15	105	64						
10:30	172	269	22:30	66	55						
10:45	250	816	10	1261	2077	22:45	61	328	53	247	575
11:00	238	285	23:00	61	51						
11:15	228	259	23:15	49	50						
11:30	273	319	23:30	47	26						
11:45	230	969	10	1190	2159	23:45	35	192	35	162	354

**Total Vol.**      4875      10103      **14978**      15189      11821      **27010**

Daily Totals		Combined
NB	SB	
20064	21924	<b>41988</b>

	AM			PM		
<b>Split %</b>	32.5%	67.5%	<b>35.7%</b>	56.2%	43.8%	<b>64.3%</b>
<b>Peak Hour</b>	11:30	8:15	<b>8:30</b>	17:15	17:15	<b>17:15</b>
<b>Volume</b>	1089	2206	<b>3005</b>	2601	1527	<b>4128</b>
<b>P.H.F.</b>	0.93	0.93	<b>0.97</b>	0.98	0.94	<b>0.95</b>



ADT44 Tustin Ranch Rd between Moffett Dr and Victory Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB	
0:00	20		19		12:00	231		223	
0:15	17		8		12:15	196		239	
0:30	11		10		12:30	209		200	
0:45	9	57	8	45	102	12:45	247	883	209 871
1:00	13		4		13:00	239		213	
1:15	6		4		13:15	215		225	
1:30	10		9		13:30	199		258	
1:45	4	33	11	28	61	13:45	212	865	209 905
2:00	4		7		14:00	233		221	
2:15	12		4		14:15	270		185	
2:30	5		8		14:30	262		194	
2:45	3	24	5	24	48	14:45	321	1086	187 787
3:00	5		6		15:00	274		205	
3:15	3		16		15:15	342		221	
3:30	2		19		15:30	341		207	
3:45	3	13	29	70	83	15:45	393	1350	231 864
4:00	10		21		16:00	318		212	
4:15	7		40		16:15	444		202	
4:30	18		26		16:30	430		215	
4:45	18	53	66	153	206	16:45	498	1690	219 848
5:00	13		51		17:00	457		194	
5:15	12		73		17:15	542		261	
5:30	35		103		17:30	446		228	
5:45	44	104	140	367	471	17:45	425	1870	209 892
6:00	48		122		18:00	368		238	
6:15	53		109		18:15	390		215	
6:30	66		126		18:30	279		202	
6:45	80	247	185	542	789	18:45	274	1311	176 831
7:00	91		178		19:00	233		195	
7:15	92		220		19:15	222		141	
7:30	109		268		19:30	182		142	
7:45	130	422	469	1135	1557	19:45	170	807	123 601
8:00	97		354		20:00	170		97	
8:15	112		465		20:15	173		119	
8:30	120		436		20:30	113		93	
8:45	114	443	458	1713	2156	20:45	140	596	76 385
9:00	115		346		21:00	121		84	
9:15	126		270		21:15	70		72	
9:30	125		290		21:30	90		54	
9:45	141	507	289	1195	1702	21:45	81	362	63 273
10:00	106		232		22:00	69		50	
10:15	115		206		22:15	59		40	
10:30	117		206		22:30	44		34	
10:45	136	474	198	842	1316	22:45	43	215	23 147
11:00	153		180		23:00	43		21	
11:15	178		194		23:15	34		27	
11:30	164		231		23:30	36		8	
11:45	201	696	211	816	1512	23:45	27	140	25 81

**Total Vol.** 3073 6930 **10003** 11175 7485 **18660**

Daily Totals		Combined
NB	SB	
14248	14415	<b>28663</b>

	AM			PM		
<b>Split %</b>	30.7%	69.3%	<b>34.9%</b>	59.9%	40.1%	<b>65.1%</b>
<b>Peak Hour</b>	11:45	7:45	<b>7:45</b>	16:45	17:15	<b>16:45</b>
<b>Volume</b>	837	1724	<b>2183</b>	1943	936	<b>2845</b>
<b>P.H.F.</b>	0.91	0.92	<b>0.91</b>	0.94	0.90	<b>0.89</b>

ADT45 Tustin Ranch Rd between Victory Rd and Warner Ave N.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB						
0:00	19	12	12:00	223	203						
0:15	18	8	12:15	208	240						
0:30	11	10	12:30	205	200						
0:45	10	58	7	37	95	12:45	237	873	213	856	1729
1:00	12	4	13:00	236	208						
1:15	7	3	13:15	197	227						
1:30	10	10	13:30	203	235						
1:45	6	35	8	25	60	13:45	212	848	207	877	1725
2:00	4	6	14:00	244	217						
2:15	12	4	14:15	264	192						
2:30	5	7	14:30	260	196						
2:45	3	24	6	23	47	14:45	313	1081	191	796	1877
3:00	4	7	15:00	274	194						
3:15	4	15	15:15	353	219						
3:30	1	20	15:30	355	206						
3:45	3	12	30	72	84	15:45	388	1370	216	835	2205
4:00	8	17	16:00	319	214						
4:15	6	40	16:15	442	201						
4:30	17	27	16:30	435	210						
4:45	14	45	68	152	197	16:45	502	1698	212	837	2535
5:00	13	43	17:00	458	192						
5:15	11	76	17:15	546	259						
5:30	27	88	17:30	458	230						
5:45	39	90	138	345	435	17:45	424	1886	206	887	2773
6:00	51	132	18:00	373	205						
6:15	55	115	18:15	370	216						
6:30	62	115	18:30	314	191						
6:45	70	238	189	551	789	18:45	281	1338	191	803	2141
7:00	75	178	19:00	222	186						
7:15	76	222	19:15	245	128						
7:30	96	269	19:30	186	138						
7:45	112	359	470	1139	1498	19:45	170	823	120	572	1395
8:00	86	342	20:00	182	103						
8:15	102	470	20:15	174	112						
8:30	113	442	20:30	122	90						
8:45	108	409	457	1711	2120	20:45	140	618	69	374	992
9:00	113	378	21:00	120	78						
9:15	125	307	21:15	84	68						
9:30	122	286	21:30	86	51						
9:45	135	495	275	1246	1741	21:45	91	381	52	249	630
10:00	108	228	22:00	64	50						
10:15	115	241	22:15	53	38						
10:30	128	186	22:30	47	30						
10:45	128	479	208	863	1342	22:45	44	208	24	142	350
11:00	154	190	23:00	45	18						
11:15	184	184	23:15	29	24						
11:30	171	223	23:30	40	6						
11:45	193	702	210	807	1509	23:45	27	141	27	75	216

<b>Total Vol.</b>	2946	6971	<b>9917</b>	11265	7303	<b>18568</b>
				<b>Daily Totals</b>		
				NB	SB	<b>Combined</b>
				14211	14274	<b>28485</b>

	AM			PM		
<b>Split %</b>	29.7%	70.3%	<b>34.8%</b>	60.7%	39.3%	<b>65.2%</b>
<b>Peak Hour</b>	11:45	8:15	<b>8:15</b>	16:45	17:15	<b>16:45</b>
<b>Volume</b>	829	1747	<b>2183</b>	1964	900	<b>2857</b>
<b>P.H.F.</b>	0.93	0.93	<b>0.95</b>	0.94	0.87	<b>0.89</b>



ADT48 Tustin Ranch Rd between Legacy Rd and Barranca Pkwy.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB
0:00	8	12	12:00	239	182
0:15	6	7	12:15	202	188
0:30	11	7	12:30	204	199
0:45	2 27	9 35	12:45	204 849	216 785
1:00	9	8	13:00	201	192
1:15	9	3	13:15	210	205
1:30	7	4	13:30	219	171
1:45	4 29	2 17	13:45	206 836	187 755
2:00	2	1	14:00	187	167
2:15	2	2	14:15	186	142
2:30	2	5	14:30	264	164
2:45	3 9	3 11	14:45	231 868	143 616
3:00	2	7	15:00	270	157
3:15	2	6	15:15	261	145
3:30	2	6	15:30	279	139
3:45	7 13	16 35	15:45	307 1117	163 604
4:00	11	14	16:00	349	132
4:15	1	12	16:15	328	147
4:30	3	15	16:30	409	181
4:45	9 24	40 81	16:45	347 1433	137 597
5:00	14	23	17:00	375	158
5:15	11	47	17:15	413	153
5:30	28	54	17:30	421	190
5:45	43 96	91 215	17:45	417 1626	161 662
6:00	34	78	18:00	319	150
6:15	39	72	18:15	297	151
6:30	41	110	18:30	278	152
6:45	35 149	119 379	18:45	237 1131	127 580
7:00	54	162	19:00	189	126
7:15	44	161	19:15	194	160
7:30	55	232	19:30	183	142
7:45	66 219	345 900	19:45	153 719	120 548
8:00	74	343	20:00	132	133
8:15	57	340	20:15	103	93
8:30	74	403	20:30	80	96
8:45	80 285	398 1484	20:45	76 391	99 421
9:00	100	357	21:00	75	76
9:15	116	266	21:15	78	65
9:30	79	171	21:30	68	78
9:45	131 426	163 957	21:45	51 272	68 287
10:00	147	167	22:00	63	60
10:15	138	158	22:15	43	56
10:30	128	166	22:30	42	39
10:45	164 577	163 654	22:45	15 163	33 188
11:00	170	172	23:00	39	18
11:15	162	165	23:15	16	11
11:30	208	192	23:30	18	16
11:45	207 747	183 712	23:45	10 83	19 64

**Total Vol.** 2601 5480 **8081** 9488 6107 **15595**

Daily Totals		Combined
NB	SB	
12089	####	<b>23676</b>

	AM			PM		
<b>Split %</b>	32.2%	67.8%	<b>34.1%</b>	60.8%	39.2%	<b>65.9%</b>
<b>Peak Hour</b>	11:30	8:15	<b>8:15</b>	17:00	12:30	<b>17:00</b>
<b>Volume</b>	856	1498	<b>1809</b>	1626	812	<b>2288</b>
<b>P.H.F.</b>	0.90	0.93	<b>0.95</b>	0.97	0.94	<b>0.94</b>

**ADT70 Valencia Ave between Newport Ave and Red Hill Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB		
0:00	2		4		12:00	70		94		
0:15	2		2		12:15	56		99		
0:30	0		2		12:30	40		74		
0:45	3	7	2	10	12:45	47	213	67	334	
1:00	1		0		13:00	38		95		
1:15	0		3		13:15	46		82		
1:30	1		2		13:30	29		89		
1:45	1	3	1	6	13:45	25	138	110	376	
2:00	1		1		14:00	32		94		
2:15	2		0		14:15	27		114		
2:30	2		3		14:30	42		119		
2:45	0	5	0	4	14:45	51	152	125	452	
3:00	0		0		15:00	35		150		
3:15	0		0		15:15	31		151		
3:30	0		2		15:30	39		127		
3:45	0	0	0	2	15:45	39	144	108	536	
4:00	3		4		16:00	55		147		
4:15	1		2		16:15	54		115		
4:30	0		1		16:30	43		98		
4:45	3	7	8	15	16:45	45	197	135	495	
5:00	7		5		17:00	58		133		
5:15	6		9		17:15	61		162		
5:30	13		7		17:30	44		89		
5:45	11	37	19	40	17:45	42	205	90	474	
6:00	16		26		18:00	43		125		
6:15	16		22		18:15	38		93		
6:30	30		29		18:30	32		109		
6:45	21	83	52	129	18:45	28	141	92	419	
7:00	31		57		19:00	15		91		
7:15	37		76		19:15	32		55		
7:30	41		73		19:30	26		47		
7:45	50	159	91	297	19:45	23	96	36	229	
8:00	37		100		20:00	20		44		
8:15	41		77		20:15	20		51		
8:30	43		84		20:30	16		39		
8:45	39	160	91	352	20:45	18	74	23	157	
9:00	47		94		21:00	12		41		
9:15	37		74		21:15	16		37		
9:30	34		63		21:30	7		21		
9:45	30	148	55	286	21:45	13	48	30	129	
10:00	34		49		22:00	4		25		
10:15	27		51		22:15	5		13		
10:30	27		56		22:30	11		19		
10:45	25	113	52	208	22:45	4	24	15	72	
11:00	49		70		23:00	4		11		
11:15	33		109		23:15	2		3		
11:30	40		77		23:30	2		9		
11:45	48	170	68	324	23:45	1	9	4	27	
<b>Total Vol.</b>		892		1673	<b>2565</b>		1441		3700	<b>5141</b>
							<b>Daily Totals</b>			
							EB	WB		<b>Combined</b>
							2333	5373		<b>7706</b>
							<b>AM</b>			
							34.8%	65.2%		<b>33.3%</b>
							<b>PM</b>			
							28.0%	72.0%		<b>66.7%</b>
<b>Split %</b>										
<b>Peak Hour</b>		11:30		7:45	<b>11:30</b>		12:00		14:45	<b>16:30</b>
<b>Volume</b>		214		352	<b>552</b>		213		553	<b>735</b>
<b>P.H.F.</b>		0.76		0.88	<b>0.84</b>		0.76		0.92	<b>0.82</b>

**ADT9 Valencia Ave between Red Hill Ave and Armstrong Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	3		5		12:00	67		115	
0:15	3		2		12:15	75		81	
0:30	1		1		12:30	62		82	
0:45	1	8	1	9	12:45	76	280	78	356
1:00	2		1		13:00	93		94	
1:15	0		1		13:15	86		117	
1:30	1		0		13:30	55		102	
1:45	3	6	0	2	13:45	49	283	97	410
2:00	1		2		14:00	77		91	
2:15	1		0		14:15	57		73	
2:30	1		4		14:30	64		101	
2:45	0	3	0	6	14:45	69	267	97	362
3:00	0		0		15:00	74		122	
3:15	1		1		15:15	66		114	
3:30	1		2		15:30	68		89	
3:45	0	2	1	4	15:45	67	275	116	441
4:00	0		2		16:00	82		120	
4:15	1		4		16:15	119		124	
4:30	0		1		16:30	89		87	
4:45	3	4	9	16	16:45	135	425	111	442
5:00	6		7		17:00	140		110	
5:15	7		9		17:15	154		139	
5:30	16		11		17:30	138		110	
5:45	26	55	19	46	17:45	134	566	90	449
6:00	34		24		18:00	112		118	
6:15	40		23		18:15	125		113	
6:30	31		37		18:30	83		126	
6:45	32	137	51	135	18:45	77	397	107	464
7:00	30		56		19:00	60		116	
7:15	64		79		19:15	59		87	
7:30	69		86		19:30	64		65	
7:45	102	265	134	355	19:45	55	238	55	323
8:00	75		170		20:00	37		70	
8:15	68		85		20:15	42		97	
8:30	65		113		20:30	30		53	
8:45	66	274	111	479	20:45	27	136	49	269
9:00	70		111		21:00	17		47	
9:15	59		82		21:15	17		44	
9:30	35		89		21:30	13		32	
9:45	46	210	79	361	21:45	18	65	30	153
10:00	37		58		22:00	9		36	
10:15	43		61		22:15	8		26	
10:30	33		64		22:30	12		14	
10:45	34	147	76	259	22:45	5	34	14	90
11:00	47		70		23:00	8		7	
11:15	61		111		23:15	6		5	
11:30	71		95		23:30	1		8	
11:45	62	241	94	370	23:45	1	16	1	21

**Total Vol.** 1352 2042 **3394** 2982 3780 **6762**

**Daily Totals**  
EB WB **Combined**  
4334 5822 **10156**

	AM			PM		
<b>Split %</b>	39.8%	60.2%	<b>33.4%</b>	44.1%	55.9%	<b>66.6%</b>
<b>Peak Hour</b>	7:30	7:45	<b>7:45</b>	16:45	16:45	<b>16:45</b>
<b>Volume</b>	314	502	<b>812</b>	567	470	<b>1037</b>
<b>P.H.F.</b>	0.77	0.74	<b>0.83</b>	0.92	0.85	<b>0.88</b>

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**ADT10 Valencia Ave between Armstrong Ave and Kensington Park Dr.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB		
0:00	3		5		12:00	93		104		
0:15	3		2		12:15	94		95		
0:30	1		1		12:30	81		93		
0:45	1	8	1	9	12:45	96	364	94	386	750
1:00	2		1		13:00	119		102		
1:15	0		1		13:15	110		119		
1:30	1		0		13:30	74		110		
1:45	3	6	0	2	13:45	74	377	108	439	816
2:00	1		2		14:00	99		106		
2:15	1		0		14:15	79		80		
2:30	1		4		14:30	109		110		
2:45	0	3	0	6	14:45	115	402	113	409	811
3:00	0		0		15:00	112		122		
3:15	1		1		15:15	104		126		
3:30	1		2		15:30	106		96		
3:45	0	2	1	4	15:45	113	435	112	456	891
4:00	0		2		16:00	134		85		
4:15	1		4		16:15	128		76		
4:30	0		1		16:30	114		87		
4:45	3	4	9	16	16:45	150	526	105	353	879
5:00	6		7		17:00	195		93		
5:15	7		9		17:15	166		113		
5:30	16		11		17:30	139		103		
5:45	26	55	19	46	17:45	132	632	102	411	1043
6:00	34		24		18:00	123		112		
6:15	40		23		18:15	135		125		
6:30	31		37		18:30	95		108		
6:45	32	137	51	135	18:45	90	443	123	468	911
7:00	20		68		19:00	72		118		
7:15	40		84		19:15	68		97		
7:30	38		129		19:30	68		76		
7:45	95	193	221	502	19:45	65	273	73	364	637
8:00	77		116		20:00	47		85		
8:15	43		115		20:15	52		112		
8:30	51		122		20:30	43		64		
8:45	42	213	175	528	20:45	37	179	62	323	502
9:00	89		129		21:00	28		65		
9:15	79		105		21:15	30		62		
9:30	58		108		21:30	19		46		
9:45	65	291	96	438	21:45	30	107	45	218	325
10:00	61		79		22:00	14		47		
10:15	62		82		22:15	20		39		
10:30	59		82		22:30	21		26		
10:45	57	239	100	343	22:45	14	69	4	116	185
11:00	72		91		23:00	19		2		
11:15	85		118		23:15	18		5		
11:30	97		115		23:30	8		7		
11:45	60	314	112	436	23:45	14	59	8	22	81

**Total Vol.** 1465 2465 **3930** 3866 3965 **7831**

**Daily Totals**  
EB WB **Combined**  
5331 6430 **11761**

	AM			PM		
<b>Split %</b>	37.3%	62.7%	<b>33.4%</b>	49.4%	50.6%	<b>66.6%</b>
<b>Peak Hour</b>	11:30	7:30	<b>7:45</b>	16:45	18:15	<b>16:45</b>
<b>Volume</b>	344	581	<b>840</b>	650	474	<b>1064</b>
<b>P.H.F.</b>	0.89	0.66	<b>0.66</b>	0.83	0.95	<b>0.92</b>

**ADT11 Valencia Ave between Kensington Park Dr and Tustin Ranch Rd.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	1		1		12:00	109		148	
0:15	3		5		12:15	104		111	
0:30	3		3		12:30	125		158	
0:45	0	7	1	10	12:45	132	470	140	557
1:00	2		1		13:00	141		158	
1:15	0		3		13:15	153		149	
1:30	3		0		13:30	127		130	
1:45	2	7	1	5	13:45	118	539	102	539
2:00	2		3		14:00	121		150	
2:15	1		0		14:15	122		161	
2:30	1		2		14:30	110		163	
2:45	1	5	2	7	14:45	109	462	196	670
3:00	0		1		15:00	225		182	
3:15	2		3		15:15	154		150	
3:30	2		2		15:30	147		135	
3:45	2	6	2	8	15:45	154	680	147	614
4:00	1		3		16:00	134		147	
4:15	2		7		16:15	190		164	
4:30	3		7		16:30	191		149	
4:45	4	10	8	25	16:45	200	715	167	627
5:00	6		6		17:00	215		145	
5:15	8		9		17:15	242		186	
5:30	21		29		17:30	183		147	
5:45	27	62	28	72	17:45	185	825	178	656
6:00	26		32		18:00	171		182	
6:15	31		56		18:15	135		173	
6:30	32		53		18:30	135		142	
6:45	55	144	87	228	18:45	144	585	122	619
7:00	49		98		19:00	109		121	
7:15	73		152		19:15	87		109	
7:30	60		152		19:30	98		111	
7:45	115	297	219	621	19:45	79	373	85	426
8:00	131		135		20:00	78		74	
8:15	70		160		20:15	67		63	
8:30	92		142		20:30	50		52	
8:45	71	364	234	671	20:45	48	243	44	233
9:00	146		242		21:00	39		46	
9:15	103		206		21:15	42		29	
9:30	97		164		21:30	26		38	
9:45	94	440	127	739	21:45	22	129	25	138
10:00	83		93		22:00	31		28	
10:15	87		98		22:15	17		12	
10:30	77		86		22:30	14		20	
10:45	72	319	108	385	22:45	6	68	14	74
11:00	82		126		23:00	6		9	
11:15	112		138		23:15	3		8	
11:30	132		123		23:30	5		5	
11:45	105	431	152	539	23:45	6	20	9	31

**Total Vol.** 2092 3310 **5402** 5109 5184 **10293**

**Daily Totals**  
EB WB **Combined**  
7201 8494 **15695**

	AM			PM		
<b>Split %</b>	38.7%	61.3%	<b>34.4%</b>	49.6%	50.4%	<b>65.6%</b>
<b>Peak Hour</b>	11:15	8:45	<b>8:45</b>	16:30	14:15	<b>16:30</b>
<b>Volume</b>	458	846	<b>1263</b>	848	702	<b>1495</b>
<b>P.H.F.</b>	0.87	0.87	<b>0.81</b>	0.88	0.90	<b>0.87</b>

### VOLUME

Vandenberg Ln Bet Enderle Center Dr & Prospect Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_100

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	864	940	1,804		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			0	2	2	12:00			24	20	44
0:15			2	1	3	12:15			20	18	38
0:30			1	2	3	12:30			14	16	30
0:45			0	3	3	12:45			15	73	88
1:00			0	5	5	13:00			17	21	38
1:15			1	0	1	13:15			19	19	38
1:30			0	1	1	13:30			12	14	26
1:45			0	2	2	13:45			17	65	82
2:00			1	0	1	14:00			18	21	39
2:15			0	2	2	14:15			14	20	34
2:30			1	0	1	14:30			12	22	34
2:45			0	2	2	14:45			17	61	78
3:00			1	1	2	15:00			11	21	32
3:15			0	0	0	15:15			18	23	41
3:30			0	0	0	15:30			16	21	37
3:45			0	1	1	15:45			24	69	93
4:00			1	0	1	16:00			20	14	34
4:15			0	0	0	16:15			19	27	46
4:30			1	3	4	16:30			25	28	53
4:45			0	2	2	16:45			23	87	110
5:00			1	0	1	17:00			18	29	47
5:15			2	2	4	17:15			10	20	30
5:30			2	3	5	17:30			17	31	48
5:45			2	7	9	17:45			15	60	75
6:00			1	1	2	18:00			12	23	35
6:15			1	3	4	18:15			16	18	34
6:30			1	2	3	18:30			10	15	25
6:45			12	15	27	18:45			4	42	46
7:00			8	4	12	19:00			8	13	21
7:15			15	11	26	19:15			9	17	26
7:30			21	8	29	19:30			14	8	22
7:45			28	72	100	19:45			7	38	45
8:00			16	13	29	20:00			8	10	18
8:15			17	21	38	20:15			6	6	12
8:30			15	7	22	20:30			4	9	13
8:45			16	64	80	20:45			5	23	28
9:00			10	16	26	21:00			3	3	6
9:15			21	9	30	21:15			4	3	7
9:30			12	7	19	21:30			5	2	7
9:45			10	53	63	21:45			2	14	16
10:00			14	14	28	22:00			5	0	5
10:15			14	11	25	22:15			0	1	1
10:30			9	13	22	22:30			1	1	2
10:45			7	44	51	22:45			0	6	6
11:00			10	8	18	23:00			1	1	2
11:15			13	12	25	23:15			3	0	3
11:30			17	18	35	23:30			0	1	1
11:45			17	57	74	23:45			0	4	4
<b>TOTALS</b>			<b>322</b>	<b>275</b>	<b>597</b>	<b>TOTALS</b>			<b>542</b>	<b>665</b>	<b>1207</b>
<b>SPLIT %</b>			<b>53.9%</b>	<b>46.1%</b>	<b>33.1%</b>	<b>SPLIT %</b>			<b>44.9%</b>	<b>55.1%</b>	<b>66.9%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	864	940	1,804		
AM Peak Hour			7:30	11:30	11:30	PM Peak Hour			15:45	16:15	16:15
AM Pk Volume			82	76	154	PM Pk Volume			88	110	195
Pk Hr Factor			0.732	0.950	0.875	Pk Hr Factor			0.880	0.948	0.920
7 - 9 Volume	0	0	136	94	230	4 - 6 Volume	0	0	147	200	347
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	82	60	142	4 - 6 Pk Volume	0	0	87	110	195
Pk Hr Factor	0.000	0.000	0.732	0.714	0.866	Pk Hr Factor	0.000	0.000	0.870	0.948	0.920

ADT13 Victory Rd between Tustin Ranch Rd and Park Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB	
0:00	7		1		12:00	13		13	
0:15	1		1		12:15	7		10	
0:30	1		0		12:30	7		18	
0:45	3	12	0	2	12:45	23	50	22	63
1:00	0		1		13:00	10		17	
1:15	3		1		13:15	13		13	
1:30	0		0		13:30	20		15	
1:45	4	7	0	2	13:45	11	54	18	63
2:00	1		1		14:00	20		18	
2:15	1		0		14:15	16		21	
2:30	0		0		14:30	24		14	
2:45	0	2	1	2	14:45	9	69	26	79
3:00	1		1		15:00	25		12	
3:15	1		1		15:15	20		13	
3:30	0		2		15:30	18		9	
3:45	0	2	0	4	15:45	20	83	15	49
4:00	1		2		16:00	14		19	
4:15	0		0		16:15	18		25	
4:30	1		3		16:30	20		10	
4:45	0	2	2	7	16:45	27	79	16	70
5:00	0		1		17:00	20		17	
5:15	0		1		17:15	26		20	
5:30	3		10		17:30	24		14	
5:45	1	4	6	18	17:45	17	87	15	66
6:00	2		5		18:00	30		19	
6:15	1		1		18:15	26		12	
6:30	5		9		18:30	12		12	
6:45	1	9	13	28	18:45	25	93	19	62
7:00	3		20		19:00	14		11	
7:15	4		22		19:15	21		11	
7:30	3		17		19:30	13		21	
7:45	8	18	30	89	19:45	12	60	10	53
8:00	19		23		20:00	14		13	
8:15	9		24		20:15	12		9	
8:30	10		23		20:30	15		7	
8:45	10	48	14	84	20:45	11	52	6	35
9:00	11		21		21:00	5		10	
9:15	11		12		21:15	17		6	
9:30	11		15		21:30	14		3	
9:45	10	43	18	66	21:45	12	48	3	22
10:00	11		8		22:00	3		4	
10:15	4		6		22:15	7		8	
10:30	13		8		22:30	9		3	
10:45	6	34	15	37	22:45	4	23	3	18
11:00	11		8		23:00	3		3	
11:15	10		13		23:15	3		1	
11:30	12		10		23:30	4		0	
11:45	15	48	10	41	23:45	2	12	1	5

**Total Vol.** 229 380 **609** 710 585 **1295**

**Daily Totals**

EB	WB	Combined
939	965	<b>1904</b>

**AM**

**PM**

Split %	37.6%	62.4%	<b>32.0%</b>	54.8%	45.2%	<b>68.0%</b>
<b>Peak Hour</b>	11:15	7:45	<b>7:45</b>	16:45	14:00	<b>17:15</b>
<b>Volume</b>	50	100	<b>146</b>	97	79	<b>165</b>
<b>P.H.F.</b>	0.83	0.83	<b>0.87</b>	0.90	0.76	<b>0.84</b>

129

ADT14 Victory Rd between Red Hill Ave and Armstrong Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	0		0		12:00	11		9		
0:15	0		0		12:15	8		8		
0:30	0		0		12:30	4		3		
0:45	0	0	0	0	12:45	8	31	5	25	56
1:00	0		0		13:00	9		7		
1:15	0		0		13:15	10		4		
1:30	0		0		13:30	8		6		
1:45	0	0	0	0	13:45	4	31	7	24	55
2:00	0		0		14:00	6		6		
2:15	0		0		14:15	9		7		
2:30	0		0		14:30	3		6		
2:45	0	0	0	0	14:45	8	26	6	25	51
3:00	1		0		15:00	8		8		
3:15	0		1		15:15	2		5		
3:30	0		0		15:30	8		4		
3:45	0	1	0	1	15:45	3	21	3	20	41
4:00	0		0		16:00	10		4		
4:15	1		0		16:15	11		6		
4:30	1		1		16:30	11		5		
4:45	0	2	0	1	16:45	17	49	6	21	70
5:00	1		0		17:00	19		3		
5:15	1		0		17:15	6		3		
5:30	0		0		17:30	4		4		
5:45	3	5	0	0	17:45	7	36	3	13	49
6:00	20		0		18:00	3		7		
6:15	9		0		18:15	2		1		
6:30	3		0		18:30	2		0		
6:45	1	33	3	3	18:45	2	9	2	10	19
7:00	1		2		19:00	1		2		
7:15	6		1		19:15	7		2		
7:30	6		1		19:30	2		0		
7:45	15	28	9	13	19:45	2	12	1	5	17
8:00	18		4		20:00	2		1		
8:15	7		2		20:15	1		3		
8:30	14		4		20:30	1		1		
8:45	14	53	5	15	20:45	3	7	3	8	15
9:00	14		7		21:00	2		2		
9:15	3		10		21:15	0		1		
9:30	11		6		21:30	0		0		
9:45	6	34	1	24	21:45	0	2	1	4	6
10:00	2		2		22:00	0		0		
10:15	2		4		22:15	0		1		
10:30	5		3		22:30	0		0		
10:45	6	15	6	15	22:45	0	0	0	1	1
11:00	13		8		23:00	0		0		
11:15	13		6		23:15	0		2		
11:30	9		4		23:30	0		0		
11:45	6	41	7	25	23:45	0	0	0	2	2

**Total Vol.** 212 97 **309** 224 158 **382**

**Daily Totals**

EB	WB	Combined
436	255	<b>691</b>

**AM**

**PM**

Split %	68.6%	31.4%	<b>44.7%</b>	58.6%	41.4%	<b>55.3%</b>
<b>Peak Hour</b>	7:45	8:45	<b>7:45</b>	16:15	14:15	<b>16:15</b>
<b>Volume</b>	54	28	<b>73</b>	58	27	<b>78</b>
<b>P.H.F.</b>	0.75	0.70	<b>0.76</b>	0.76	0.84	<b>0.85</b>

### VOLUME

Walnut Ave Bet Newport Ave & Red Hill Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_102

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	8,320	8,040	16,360		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			9	23	32	12:00			117	108	225	
0:15			9	12	21	12:15			133	84	217	
0:30			6	6	12	12:30			103	107	210	
0:45			5	29	9	12:45			137	490	121	420
1:00			2	5	7	13:00			113	87	200	
1:15			5	4	9	13:15			116	112	228	
1:30			9	5	14	13:30			150	122	272	
1:45			1	17	4	13:45			137	516	125	446
2:00			2	4	6	14:00			91	158	249	
2:15			5	4	9	14:15			108	139	247	
2:30			3	5	8	14:30			134	168	302	
2:45			4	14	2	14:45			124	457	180	645
3:00			5	3	8	15:00			118	219	337	
3:15			3	2	5	15:15			126	182	308	
3:30			4	4	8	15:30			112	197	309	
3:45			15	27	5	15:45			116	472	200	798
4:00			7	5	12	16:00			111	205	316	
4:15			6	6	12	16:15			96	222	318	
4:30			22	5	27	16:30			115	229	344	
4:45			45	80	10	16:45			135	457	251	907
5:00			31	7	38	17:00			183	260	443	
5:15			40	16	56	17:15			137	246	383	
5:30			50	13	63	17:30			135	223	358	
5:45			97	218	20	17:45			141	596	243	972
6:00			55	23	78	18:00			136	215	351	
6:15			78	29	107	18:15			136	197	333	
6:30			100	39	139	18:30			123	164	287	
6:45			146	379	47	18:45			108	503	136	712
7:00			128	61	189	19:00			90	112	202	
7:15			190	58	248	19:15			107	102	209	
7:30			225	93	318	19:30			78	91	169	
7:45			265	808	123	19:45			91	366	75	380
8:00			224	142	366	20:00			94	71	165	
8:15			205	88	293	20:15			80	77	157	
8:30			193	88	281	20:30			55	68	123	
8:45			177	799	86	20:45			61	290	59	275
9:00			148	61	209	21:00			62	64	126	
9:15			136	65	201	21:15			57	66	123	
9:30			132	74	206	21:30			42	50	92	
9:45			94	510	55	21:45			45	206	48	228
10:00			112	61	173	22:00			47	50	97	
10:15			97	69	166	22:15			42	59	101	
10:30			94	61	155	22:30			33	46	79	
10:45			109	412	74	22:45			21	143	33	188
11:00			111	83	194	23:00			18	37	55	
11:15			113	88	201	23:15			19	31	50	
11:30			119	120	239	23:30			20	25	45	
11:45			121	464	87	23:45			10	67	22	115
<b>TOTALS</b>				3757	1954	<b>5711</b>	<b>TOTALS</b>			4563	6086	<b>10649</b>
<b>SPLIT %</b>				65.8%	34.2%	<b>34.9%</b>	<b>SPLIT %</b>			42.8%	57.2%	<b>65.1%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	8,320	8,040	16,360

AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			17:00	16:30	16:45
AM Pk Volume			919	446	1365	PM Pk Volume			596	986	1570
Pk Hr Factor			0.867	0.785	0.880	Pk Hr Factor			0.814	0.948	0.886
7 - 9 Volume	0	0	1607	739	2346	4 - 6 Volume	0	0	1053	1879	2932
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			17:00	16:30	16:45
7 - 9 Pk Volume	0	0	919	446	1365	4 - 6 Pk Volume	0	0	596	986	1570
Pk Hr Factor	0.000	0.000	0.867	0.785	0.880	Pk Hr Factor	0.000	0.000	0.814	0.948	0.886

### VOLUME

Walnut Ave Bet Red Hill Ave & Oxford Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_103

DAILY TOTALS					NB	SB					Total			
					0	0	EB	WB			13,796			
							6,506	7,290						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			10	9	19	12:00			86	121	207			
0:15			9	9	18	12:15			95	81	176			
0:30			4	7	11	12:30			86	96	182			
0:45			5	28	3	28	8	56	87	354	102	400	189	754
1:00			2	2	4	13:00			96	86	182			
1:15			6	2	8	13:15			97	92	189			
1:30			3	6	9	13:30			117	123	240			
1:45			3	14	1	11	4	25	120	430	145	446	265	876
2:00			2	2	4	14:00			87	125	212			
2:15			2	3	5	14:15			90	103	193			
2:30			3	3	6	14:30			123	165	288			
2:45			3	10	2	10	5	20	113	413	134	527	247	940
3:00			1	3	4	15:00			105	177	282			
3:15			2	1	3	15:15			119	166	285			
3:30			2	6	8	15:30			111	187	298			
3:45			5	10	4	14	9	24	99	434	165	695	264	1129
4:00			3	1	4	16:00			92	199	291			
4:15			4	10	14	16:15			99	199	298			
4:30			13	5	18	16:30			110	186	296			
4:45			40	60	18	34	58	94	112	413	209	793	321	1206
5:00			24	15	39	17:00			157	222	379			
5:15			33	24	57	17:15			120	187	307			
5:30			34	21	55	17:30			116	188	304			
5:45			90	181	23	83	113	264	119	512	201	798	320	1310
6:00			40	39	79	18:00			128	176	304			
6:15			51	42	93	18:15			122	162	284			
6:30			60	53	113	18:30			99	121	220			
6:45			110	261	72	206	182	467	90	439	107	566	197	1005
7:00			97	73	170	19:00			69	92	161			
7:15			136	80	216	19:15			79	82	161			
7:30			126	113	239	19:30			63	87	150			
7:45			179	538	141	407	320	945	82	293	59	320	141	613
8:00			163	121	284	20:00			75	56	131			
8:15			134	108	242	20:15			62	65	127			
8:30			141	113	254	20:30			49	57	106			
8:45			113	551	99	441	212	992	53	239	48	226	101	465
9:00			110	77	187	21:00			56	48	104			
9:15			93	77	170	21:15			29	41	70			
9:30			87	85	172	21:30			32	38	70			
9:45			79	369	67	306	146	675	38	155	27	154	65	309
10:00			71	68	139	22:00			29	39	68			
10:15			73	66	139	22:15			36	46	82			
10:30			70	53	123	22:30			23	37	60			
10:45			79	293	80	267	159	560	12	100	18	140	30	240
11:00			71	91	162	23:00			20	16	36			
11:15			85	82	167	23:15			12	25	37			
11:30			105	105	210	23:30			14	11	25			
11:45			97	358	73	351	170	709	5	51	15	67	20	118
<b>TOTALS</b>			2673	2158	4831	<b>TOTALS</b>			3833	5132	8965			
<b>SPLIT %</b>			55.3%	44.7%	35.0%	<b>SPLIT %</b>			42.8%	57.2%	65.0%			

DAILY TOTALS					NB	SB					Total
					0	0	EB	WB			13,796
							6,506	7,290			

AM Peak Hour			7:45	7:30	7:45	PM Peak Hour			17:00	16:15	16:45
AM Pk Volume			617	483	1100	PM Pk Volume			512	816	1311
Pk Hr Factor			0.862	0.856	0.859	Pk Hr Factor			0.815	0.919	0.865
7 - 9 Volume	0	0	1089	848	1937	4 - 6 Volume	0	0	925	1591	2516
7 - 9 Peak Hour			7:45	7:30	7:45	4 - 6 Peak Hour			17:00	16:15	16:45
7 - 9 Pk Volume	0	0	617	483	1100	4 - 6 Pk Volume	0	0	512	816	1311
Pk Hr Factor	0.000	0.000	0.862	0.856	0.859	Pk Hr Factor	0.000	0.000	0.815	0.919	0.865

### VOLUME

Walnut Ave Bet Browning Ave & Tustin Ranch Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_105

DAILY TOTALS					NB	SB						Total
					0	0						16,834
					7,801							9,033
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			8	14	22	12:00			103	137	240	
0:15			7	12	19	12:15			112	103	215	
0:30			9	10	19	12:30			106	115	221	
0:45			1	25	41	12:45			107	428	225	
					66				118	473	901	
1:00			5	6	11	13:00			99	104	203	
1:15			8	1	9	13:15			98	116	214	
1:30			2	9	11	13:30			132	148	280	
1:45			1	16	3	13:45			147	476	296	
					19				149	517	993	
					35							
2:00			1	4	5	14:00			86	193	279	
2:15			1	5	6	14:15			108	146	254	
2:30			2	4	6	14:30			148	202	350	
2:45			2	6	0	14:45			130	472	297	
					13				167	708	1180	
					19							
					2							
3:00			1	2	3	15:00			98	244	342	
3:15			3	2	5	15:15			139	212	351	
3:30			7	5	12	15:30			119	214	333	
3:45			4	15	4	15:45			127	483	354	
					13				227	897	1380	
					8							
					28							
4:00			5	2	7	16:00			111	280	391	
4:15			8	13	21	16:15			120	232	352	
4:30			20	3	23	16:30			129	249	378	
4:45			48	81	13	16:45			136	496	416	
					31				280	1041	1537	
					61							
					112							
5:00			38	14	52	17:00			160	308	468	
5:15			50	22	72	17:15			156	242	398	
5:30			41	17	58	17:30			122	255	377	
5:45			112	241	20	17:45			144	582	431	
					73				287	1092	1674	
					132							
					314							
6:00			63	39	102	18:00			140	221	361	
6:15			66	34	100	18:15			128	200	328	
6:30			90	41	131	18:30			96	151	247	
6:45			141	360	53	18:45			122	486	275	
					167				153	725	1211	
					194							
					527							
7:00			137	76	213	19:00			75	127	202	
7:15			167	75	242	19:15			83	126	209	
7:30			195	127	322	19:30			80	129	209	
7:45			271	770	120	19:45			89	327	187	
					398				98	480	807	
					391							
					1168							
8:00			240	103	343	20:00			78	99	177	
8:15			169	120	289	20:15			72	86	158	
8:30			176	120	296	20:30			54	77	131	
8:45			163	748	89	20:45			47	251	114	
					432				67	329	580	
					252							
					1180							
9:00			127	83	210	21:00			47	72	119	
9:15			109	76	185	21:15			33	61	94	
9:30			113	83	196	21:30			39	44	83	
9:45			100	449	64	21:45			31	150	83	
					306				52	229	379	
					164							
					755							
10:00			92	72	164	22:00			30	56	86	
10:15			102	80	182	22:15			36	60	96	
10:30			89	78	167	22:30			26	49	75	
10:45			96	379	93	22:45			12	104	49	
					323				37	202	306	
					189							
					702							
11:00			79	102	181	23:00			16	34	50	
11:15			98	98	196	23:15			10	31	41	
11:30			104	128	232	23:30			12	19	31	
11:45			131	412	94	23:45			6	44	24	
					422				18	102	146	
					225							
					834							
TOTALS			3502	2238	5740	TOTALS			4299	6795	11094	
SPLIT %			61.0%	39.0%	34.1%	SPLIT %			38.8%	61.2%	65.9%	

DAILY TOTALS					NB	SB						Total
					0	0						16,834
					7,801							9,033
AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			17:00	17:00	17:00	
AM Pk Volume			875	470	1345	PM Pk Volume			582	1092	1674	
Pk Hr Factor			0.807	0.925	0.860	Pk Hr Factor			0.909	0.886	0.894	
7 - 9 Volume	0	0	1518	830	2348	4 - 6 Volume	0	0	1078	2133	3211	
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			17:00	17:00	17:00	
7 - 9 Pk Volume	0	0	875	470	1345	4 - 6 Pk Volume	0	0	582	1092	1674	
Pk Hr Factor	0.000	0.000	0.807	0.925	0.860	Pk Hr Factor	0.000	0.000	0.909	0.886	0.894	

# VOLUME

Walnut Ave Bet Franklin Ave & Myford Rd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_107

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						6,546	6,633	13,179
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00			6	6	12		12:00			123	81	204		
0:15			4	4	8		12:15			102	85	187		
0:30			8	5	13		12:30			121	103	224		
0:45			6	24	5	20	11	44	104	450	108	377	212	827
1:00			5	8	13		13:00			104	87	191		
1:15			6	2	8		13:15			101	96	197		
1:30			0	6	6		13:30			101	82	183		
1:45			6	17	2	18	8	35	99	405	78	343	177	748
2:00			2	12	14		14:00			77	113	190		
2:15			1	1	2		14:15			93	100	193		
2:30			2	3	5		14:30			101	139	240		
2:45			2	7	1	17	3	24	89	360	116	468	205	828
3:00			1	0	1		15:00			112	172	284		
3:15			1	1	2		15:15			108	164	272		
3:30			4	1	5		15:30			120	174	294		
3:45			3	9	4	6	7	15	112	452	166	676	278	1128
4:00			6	2	8		16:00			143	212	355		
4:15			8	6	14		16:15			137	200	337		
4:30			12	4	16		16:30			93	198	291		
4:45			35	61	6	18	41	79	145	518	181	791	326	1309
5:00			23	5	28		17:00			158	210	368		
5:15			24	15	39		17:15			160	206	366		
5:30			36	15	51		17:30			140	207	347		
5:45			66	149	25	60	91	209	126	584	218	841	344	1425
6:00			35	22	57		18:00			112	142	254		
6:15			50	25	75		18:15			88	138	226		
6:30			65	31	96		18:30			88	115	203		
6:45			100	250	38	116	138	366	106	394	107	502	213	896
7:00			100	40	140		19:00			70	79	149		
7:15			104	54	158		19:15			71	83	154		
7:30			115	78	193		19:30			59	75	134		
7:45			135	454	79	251	214	705	65	265	84	321	149	586
8:00			139	91	230		20:00			78	45	123		
8:15			132	85	217		20:15			58	69	127		
8:30			147	98	245		20:30			40	61	101		
8:45			117	535	102	376	219	911	37	213	41	216	78	429
9:00			105	78	183		21:00			39	39	78		
9:15			118	82	200		21:15			43	35	78		
9:30			87	82	169		21:30			34	39	73		
9:45			110	420	52	294	162	714	31	147	31	144	62	291
10:00			82	58	140		22:00			28	43	71		
10:15			90	75	165		22:15			26	38	64		
10:30			70	59	129		22:30			19	27	46		
10:45			83	325	73	265	156	590	16	89	21	129	37	218
11:00			88	66	154		23:00			23	18	41		
11:15			93	78	171		23:15			6	17	23		
11:30			98	79	177		23:30			13	20	33		
11:45			92	371	89	312	181	683	5	47	17	72	22	119
<b>TOTALS</b>				2622	1753	<b>4375</b>	<b>TOTALS</b>			3924	4880	<b>8804</b>		
<b>SPLIT %</b>				59.9%	40.1%	<b>33.2%</b>	<b>SPLIT %</b>			44.6%	55.4%	<b>66.8%</b>		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						6,546	6,633	13,179

AM Peak Hour			7:45	8:00	8:00		PM Peak Hour			16:45	17:00	17:00
AM Pk Volume			553	376	911		PM Pk Volume			603	841	1425
Pk Hr Factor			0.940	0.922	0.930		Pk Hr Factor			0.942	0.964	0.968
7 - 9 Volume	0	0	989	627	1616		4 - 6 Volume	0	0	1102	1632	2734
7 - 9 Peak Hour			7:45	8:00	8:00		4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	553	376	911		4 - 6 Pk Volume	0	0	603	841	1425
Pk Hr Factor	0.000	0.000	0.940	0.922	0.930		Pk Hr Factor	0.000	0.000	0.942	0.964	0.968

ADT17 Warner Ave between Legacy Rd and Tustin Ranch Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB	
0:00	4		1		12:00	96		36	
0:15	5		3		12:15	86		41	
0:30	5		1		12:30	67		50	
0:45	3	17	1	6	12:45	66	315	48	175
<hr/>									
1:00	3		3		13:00	72		51	
1:15	2		0		13:15	54		33	
1:30	2		4		13:30	67		39	
1:45	2	9	2	9	13:45	73	266	56	179
<hr/>									
2:00	1		2		14:00	57		46	
2:15	4		1		14:15	94		40	
2:30	3		0		14:30	93		59	
2:45	1	9	1	4	14:45	77	321	79	224
<hr/>									
3:00	2		2		15:00	98		58	
3:15	2		4		15:15	99		62	
3:30	2		4		15:30	84		69	
3:45	6	12	2	12	15:45	114	395	97	286
<hr/>									
4:00	2		4		16:00	112		62	
4:15	10		1		16:15	90		72	
4:30	7		3		16:30	102		57	
4:45	16	35	8	16	16:45	137	441	68	259
<hr/>									
5:00	10		5		17:00	143		87	
5:15	20		2		17:15	149		86	
5:30	19		8		17:30	126		91	
5:45	47	96	14	29	17:45	134	552	119	383
<hr/>									
6:00	34		12		18:00	130		74	
6:15	37		19		18:15	126		69	
6:30	23		24		18:30	97		68	
6:45	49	143	29	84	18:45	88	441	37	248
<hr/>									
7:00	29		41		19:00	63		45	
7:15	36		40		19:15	64		32	
7:30	44		66		19:30	40		20	
7:45	65	174	91	238	19:45	44	211	34	131
<hr/>									
8:00	66		86		20:00	29		20	
8:15	46		90		20:15	39		18	
8:30	53		93		20:30	23		15	
8:45	53	218	118	387	20:45	32	123	12	65
<hr/>									
9:00	49		75		21:00	24		13	
9:15	63		57		21:15	19		13	
9:30	53		40		21:30	17		10	
9:45	54	219	54	226	21:45	16	76	12	48
<hr/>									
10:00	65		35		22:00	14		10	
10:15	50		49		22:15	4		2	
10:30	52		23		22:30	9		6	
10:45	56	223	31	138	22:45	3	30	9	27
<hr/>									
11:00	44		27		23:00	6		7	
11:15	64		24		23:15	4		4	
11:30	68		33		23:30	6		5	
11:45	60	236	29	113	23:45	5	21	2	18

**Total Vol.** 1391 1262 **2653** 3192 2043 **5235**

Daily Totals		
EB	WB	Combined
4583	3305	<b>7888</b>

	AM			PM		
<b>Split %</b>	52.4%	47.6%	<b>33.6%</b>	61.0%	39.0%	<b>66.4%</b>
<b>Peak Hour</b>	11:30	8:00	<b>8:00</b>	16:45	17:00	<b>17:00</b>
<b>Volume</b>	310	387	<b>605</b>	555	383	<b>935</b>
<b>P.H.F.</b>	0.81	0.82	<b>0.88</b>	0.93	0.80	<b>0.92</b>

ADT18 Warner Ave between Tustin Ranch Rd and Park Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB	
0:00	10		3		12:00		150		93	
0:15	9		5		12:15		171		95	
0:30	8		7		12:30		156		116	
0:45	10	37	4	19	12:45	56	148	625	117	421
1:00	2		5		13:00		170		102	
1:15	4		2		13:15		174		95	
1:30	8		9		13:30		154		95	
1:45	9	23	1	17	13:45	40	163	661	104	396
2:00	4		2		14:00		168		104	
2:15	5		7		14:15		160		116	
2:30	7		3		14:30		160		113	
2:45	6	22	3	15	14:45	37	156	644	154	487
3:00	5		5		15:00		171		119	
3:15	5		3		15:15		213		138	
3:30	8		3		15:30		163		151	
3:45	18	36	2	13	15:45	49	166	713	189	597
4:00	15		5		16:00		211		137	
4:15	28		3		16:15		186		169	
4:30	12		12		16:30		169		185	
4:45	37	92	12	32	16:45	124	193	759	170	661
5:00	27		10		17:00		210		210	
5:15	56		9		17:15		233		207	
5:30	66		23		17:30		195		180	
5:45	128	277	23	65	17:45	342	190	828	195	792
6:00	99		27		18:00		209		143	
6:15	89		39		18:15		192		145	
6:30	60		54		18:30		181		151	
6:45	96	344	47	167	18:45	511	173	755	83	522
7:00	83		62		19:00		126		116	
7:15	114		80		19:15		118		96	
7:30	102		94		19:30		114		81	
7:45	173	472	101	337	19:45	809	95	453	72	365
8:00	154		112		20:00		74		83	
8:15	158		131		20:15		94		72	
8:30	190		149		20:30		74		63	
8:45	150	652	205	597	20:45	1249	56	298	60	278
9:00	149		117		21:00		62		46	
9:15	159		97		21:15		52		37	
9:30	114		65		21:30		32		34	
9:45	138	560	76	355	21:45	915	40	186	35	152
10:00	133		65		22:00		35		21	
10:15	148		76		22:15		21		19	
10:30	123		65		22:30		25		19	
10:45	132	536	67	273	22:45	809	14	95	21	80
11:00	137		66		23:00		10		19	
11:15	147		83		23:15		24		15	
11:30	156		96		23:30		10		16	
11:45	151	591	83	328	23:45	919	20	64	12	62

**Total Vol.** 3642 2218 **5860** 6081 4813 **10894**

Daily Totals		
EB	WB	Combined
9723	7031	<b>16754</b>

	AM			PM		
<b>Split %</b>	62.2%	37.8%	<b>35.0%</b>	55.8%	44.2%	<b>65.0%</b>
<b>Peak Hour</b>	7:45	8:15	<b>8:00</b>	16:45	17:00	<b>17:00</b>
<b>Volume</b>	675	602	<b>1249</b>	831	792	<b>1620</b>
<b>P.H.F.</b>	0.89	0.73	<b>0.88</b>	0.89	0.94	<b>0.92</b>

### VOLUME

Williams St Bet Main St & McFadden Ave

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_109

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,254	3,368	0	0	6,622		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	10	9			19	12:00	44	41			85
0:15	10	4			14	12:15	36	32			68
0:30	8	5			13	12:30	46	39			85
0:45	4	32	0	18	4	12:45	21	147	52	164	73
1:00	8	4			12	13:00	42	32			74
1:15	5	1			6	13:15	47	43			90
1:30	10	2			12	13:30	33	38			71
1:45	5	28	3	10	8	13:45	58	180	46	159	104
2:00	9	5			14	14:00	50	28			78
2:15	1	1			2	14:15	53	41			94
2:30	5	4			9	14:30	53	74			127
2:45	5	20	2	12	7	14:45	59	215	37	180	96
3:00	3	1			4	15:00	65	59			124
3:15	4	6			10	15:15	72	44			116
3:30	0	5			5	15:30	69	47			116
3:45	3	10	9	21	12	15:45	77	283	56	206	133
4:00	5	10			15	16:00	89	50			139
4:15	3	11			14	16:15	80	43			123
4:30	2	22			24	16:30	86	42			128
4:45	3	13	27	70	30	16:45	83	338	48	183	131
5:00	6	18			24	17:00	92	49			141
5:15	8	29			37	17:15	90	50			140
5:30	7	57			64	17:30	73	54			127
5:45	13	34	58	162	71	17:45	74	329	68	221	142
6:00	13	49			62	18:00	63	48			111
6:15	20	38			58	18:15	66	33			99
6:30	22	43			65	18:30	59	45			104
6:45	17	72	54	184	71	18:45	56	244	45	171	101
7:00	30	62			92	19:00	47	39			86
7:15	32	87			119	19:15	38	40			78
7:30	40	91			131	19:30	54	38			92
7:45	50	152	90	330	140	19:45	40	179	38	155	78
8:00	32	103			135	20:00	33	34			67
8:15	36	64			100	20:15	51	23			74
8:30	23	78			101	20:30	34	26			60
8:45	39	130	59	304	98	20:45	46	164	38	121	84
9:00	21	63			84	21:00	41	30			71
9:15	22	48			70	21:15	40	31			71
9:30	24	35			59	21:30	47	29			76
9:45	26	93	39	185	65	21:45	33	161	23	113	56
10:00	25	30			55	22:00	34	22			56
10:15	26	44			70	22:15	31	18			49
10:30	23	38			61	22:30	27	16			43
10:45	29	103	26	138	55	22:45	18	110	13	69	31
11:00	38	31			69	23:00	23	15			38
11:15	36	29			65	23:15	23	12			35
11:30	33	43			76	23:30	17	14			31
11:45	34	141	38	141	72	23:45	13	76	10	51	23
<b>TOTALS</b>	<b>828</b>	<b>1575</b>			<b>2403</b>	<b>TOTALS</b>	<b>2426</b>	<b>1793</b>			<b>4219</b>
<b>SPLIT %</b>	<b>34.5%</b>	<b>65.5%</b>			<b>36.3%</b>	<b>SPLIT %</b>	<b>57.5%</b>	<b>42.5%</b>			<b>63.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					3,254	3,368	0	0	6,622

AM Peak Hour	11:45	7:15			7:15	PM Peak Hour	16:30	17:00			17:00
AM Pk Volume	160	371			525	PM Pk Volume	351	221			550
Pk Hr Factor	0.870	0.900			0.938	Pk Hr Factor	0.954	0.813			0.968
7 - 9 Volume	282	634	0	0	916	4 - 6 Volume	667	404	0	0	1071
7 - 9 Peak Hour	7:30	7:15			7:15	4 - 6 Peak Hour	16:30	17:00			17:00
7 - 9 Pk Volume	158	371	0	0	525	4 - 6 Pk Volume	351	221	0	0	550
Pk Hr Factor	0.790	0.900	0.000	0.000	0.938	Pk Hr Factor	0.954	0.813	0.000	0.000	0.968

### VOLUME

Yorba St Bet Santa Clara Ave & 17th St

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_110

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,682	4,345	0	0	8,027		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	2	2			4	12:00	59	76			135
0:15	3	4			7	12:15	67	74			141
0:30	3	1			4	12:30	60	49			109
0:45	4	12	3	10	22	12:45	78	264	65	264	528
1:00	2	1			3	13:00	46	58			104
1:15	2	1			3	13:15	66	69			135
1:30	1	2			3	13:30	50	49			99
1:45	1	6	2	6	12	13:45	63	225	54	230	455
2:00	3	0			3	14:00	66	58			124
2:15	0	1			1	14:15	68	81			149
2:30	0	1			1	14:30	68	72			140
2:45	1	4	2	4	8	14:45	71	273	82	293	566
3:00	1	6			7	15:00	51	46			97
3:15	0	1			1	15:15	76	80			156
3:30	1	1			2	15:30	55	61			116
3:45	2	4	8	16	20	15:45	89	271	76	263	534
4:00	2	4			6	16:00	66	58			124
4:15	0	4			4	16:15	94	51			145
4:30	3	11			14	16:30	92	76			168
4:45	3	8	16	35	43	16:45	103	355	69	254	609
5:00	3	9			12	17:00	140	61			201
5:15	4	19			23	17:15	110	74			184
5:30	5	24			29	17:30	109	66			175
5:45	3	15	27	79	94	17:45	112	471	80	281	752
6:00	4	28			32	18:00	85	64			149
6:15	7	32			39	18:15	73	81			154
6:30	17	51			68	18:30	80	54			134
6:45	18	46	76	187	233	18:45	63	301	42	241	542
7:00	32	78			110	19:00	49	48			97
7:15	28	106			134	19:15	68	52			120
7:30	29	135			164	19:30	48	45			93
7:45	36	125	147	466	591	19:45	58	223	43	188	411
8:00	50	128			178	20:00	49	31			80
8:15	46	116			162	20:15	48	43			91
8:30	37	126			163	20:30	44	32			76
8:45	48	181	112	482	663	20:45	31	172	31	137	309
9:00	39	67			106	21:00	24	16			40
9:15	40	61			101	21:15	26	24			50
9:30	41	84			125	21:30	22	15			37
9:45	37	157	52	264	421	21:45	33	105	9	64	169
10:00	41	72			113	22:00	25	14			39
10:15	30	66			96	22:15	22	15			37
10:30	40	54			94	22:30	15	10			25
10:45	47	158	65	257	415	22:45	15	77	6	45	122
11:00	48	64			112	23:00	10	9			19
11:15	56	64			120	23:15	6	8			14
11:30	46	59			105	23:30	5	8			13
11:45	53	203	65	252	455	23:45	5	26	2	27	53
<b>TOTALS</b>	919	2058			2977	<b>TOTALS</b>	2763	2287			5050
<b>SPLIT %</b>	30.9%	69.1%			37.1%	<b>SPLIT %</b>	54.7%	45.3%			62.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,682	4,345	0	0	8,027

AM Peak Hour	11:45	7:30		7:30	PM Peak Hour	17:00	14:00		17:00	
AM Pk Volume	239	526		687	PM Pk Volume	471	293		752	
Pk Hr Factor	0.892	0.895		0.939	Pk Hr Factor	0.841	0.893		0.935	
7 - 9 Volume	306	948	0	0	4 - 6 Volume	826	535	0	0	1361
7 - 9 Peak Hour	8:00	7:30		7:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	181	526	0	0	4 - 6 Pk Volume	471	281	0	0	752
Pk Hr Factor	0.905	0.895	0.000	0.000	Pk Hr Factor	0.841	0.878	0.000	0.000	0.935

### VOLUME

Yorba St Bet 17th St & Vandenberg Ln

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_111

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,665	2,306	0	0	4,971		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	2			2	12:00	56	33			89
0:15	4	4			8	12:15	33	46			79
0:30	2	3			5	12:30	48	44			92
0:45	1	7	0	9	16	12:45	35	172	35	158	330
1:00	1	1			2	13:00	46	40			86
1:15	1	2			3	13:15	51	37			88
1:30	0	0			0	13:30	39	33			72
1:45	3	5	1	4	9	13:45	35	171	31	141	312
2:00	0	1			1	14:00	50	38			88
2:15	4	1			5	14:15	41	37			78
2:30	0	2			2	14:30	45	41			86
2:45	0	4	1	5	9	14:45	59	195	39	155	350
3:00	2	0			2	15:00	68	35			103
3:15	2	1			3	15:15	58	32			90
3:30	1	3			4	15:30	53	42			95
3:45	0	5	0	4	9	15:45	69	248	32	141	389
4:00	2	1			3	16:00	67	42			109
4:15	3	2			5	16:15	49	33			82
4:30	3	0			3	16:30	70	24			94
4:45	6	14	3	6	20	16:45	74	260	29	128	388
5:00	3	1			4	17:00	94	36			130
5:15	9	5			14	17:15	84	36			120
5:30	10	6			16	17:30	90	42			132
5:45	7	29	4	16	45	17:45	72	340	33	147	487
6:00	6	7			13	18:00	39	26			65
6:15	4	3			7	18:15	56	26			82
6:30	14	11			25	18:30	55	29			84
6:45	22	46	34	55	101	18:45	32	182	31	112	294
7:00	24	37			61	19:00	36	21			57
7:15	29	62			91	19:15	29	37			66
7:30	37	60			97	19:30	28	26			54
7:45	51	141	68	227	368	19:45	25	118	28	112	230
8:00	39	70			109	20:00	20	21			41
8:15	30	81			111	20:15	22	16			38
8:30	46	70			116	20:30	20	11			31
8:45	25	140	78	299	439	20:45	12	74	22	70	144
9:00	37	45			82	21:00	13	17			30
9:15	34	36			70	21:15	10	14			24
9:30	30	35			65	21:30	8	18			26
9:45	36	137	39	155	292	21:45	10	41	17	66	107
10:00	33	26			59	22:00	11	7			18
10:15	40	34			74	22:15	7	6			13
10:30	29	23			52	22:30	5	9			14
10:45	34	136	26	109	245	22:45	5	28	11	33	61
11:00	35	34			69	23:00	4	7			11
11:15	38	30			68	23:15	4	4			8
11:30	41	40			81	23:30	3	2			5
11:45	45	159	37	141	300	23:45	2	13	0	13	26
<b>TOTALS</b>	<b>823</b>	<b>1030</b>			<b>1853</b>	<b>TOTALS</b>	<b>1842</b>	<b>1276</b>			<b>3118</b>
<b>SPLIT %</b>	<b>44.4%</b>	<b>55.6%</b>			<b>37.3%</b>	<b>SPLIT %</b>	<b>59.1%</b>	<b>40.9%</b>			<b>62.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					2,665	2,306	0	0	4,971

AM Peak Hour	11:45	8:00			7:45	PM Peak Hour	16:45	12:15			17:00
AM Pk Volume	182	299			455	PM Pk Volume	342	165			487
Pk Hr Factor	0.813	0.923			0.956	Pk Hr Factor	0.910	0.897			0.922
7 - 9 Volume	281	526	0	0	807	4 - 6 Volume	600	275	0	0	875
7 - 9 Peak Hour	7:45	8:00			7:45	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	166	299	0	0	455	4 - 6 Pk Volume	342	147	0	0	487
Pk Hr Factor	0.814	0.923	0.000	0.000	0.956	Pk Hr Factor	0.910	0.875	0.000	0.000	0.922

### VOLUME

Yorba St Bet Vandenberg Ln & Irvine Blvd

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_112

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,580	2,769	0	0	5,349		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	2			2	12:00	44	50			94
0:15	4	3			7	12:15	36	53			89
0:30	2	1			3	12:30	51	45			96
0:45	2	8	0	6	14	12:45	30	161	41	189	350
1:00	0	1			1	13:00	46	42			88
1:15	1	2			3	13:15	48	49			97
1:30	0	1			1	13:30	36	35			71
1:45	3	4	2	6	10	13:45	36	166	43	169	335
2:00	0	1			1	14:00	46	46			92
2:15	4	1			5	14:15	35	39			74
2:30	0	2			2	14:30	49	46			95
2:45	0	4	1	5	9	14:45	50	180	53	184	364
3:00	1	0			1	15:00	70	45			115
3:15	2	1			3	15:15	61	42			103
3:30	0	4			4	15:30	58	49			107
3:45	0	3	0	5	8	15:45	65	254	48	184	438
4:00	1	1			2	16:00	71	51			122
4:15	0	2			2	16:15	49	40			89
4:30	1	1			2	16:30	64	36			100
4:45	5	7	3	7	14	16:45	87	271	34	161	432
5:00	2	1			3	17:00	86	46			132
5:15	7	8			15	17:15	91	42			133
5:30	4	9			13	17:30	89	51			140
5:45	6	19	6	24	43	17:45	71	337	44	183	520
6:00	4	10			14	18:00	44	29			73
6:15	3	3			6	18:15	54	26			80
6:30	11	15			26	18:30	56	30			86
6:45	20	38	36	64	102	18:45	36	190	40	125	315
7:00	23	46			69	19:00	32	29			61
7:15	20	84			104	19:15	29	37			66
7:30	34	78			112	19:30	26	32			58
7:45	61	138	86	294	432	19:45	20	107	32	130	237
8:00	43	82			125	20:00	21	22			43
8:15	27	116			143	20:15	23	19			42
8:30	44	85			129	20:30	21	18			39
8:45	21	135	90	373	508	20:45	11	76	26	85	161
9:00	36	57			93	21:00	10	17			27
9:15	32	43			75	21:15	9	14			23
9:30	28	42			70	21:30	8	20			28
9:45	33	129	43	185	314	21:45	11	38	17	68	106
10:00	34	28			62	22:00	9	6			15
10:15	36	38			74	22:15	6	7			13
10:30	22	22			44	22:30	6	5			11
10:45	32	124	35	123	247	22:45	7	28	9	27	55
11:00	33	39			72	23:00	5	6			11
11:15	38	32			70	23:15	3	5			8
11:30	48	43			91	23:30	2	3			5
11:45	33	152	42	156	308	23:45	1	11	2	16	27
<b>TOTALS</b>	<b>761</b>	<b>1248</b>			<b>2009</b>	<b>TOTALS</b>	<b>1819</b>	<b>1521</b>			<b>3340</b>
<b>SPLIT %</b>	<b>37.9%</b>	<b>62.1%</b>			<b>37.6%</b>	<b>SPLIT %</b>	<b>54.5%</b>	<b>45.5%</b>			<b>62.4%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					2,580	2,769	0	0	5,349
AM Peak Hour	7:45	8:00			7:45	PM Peak Hour	16:45	15:15	16:45
AM Pk Volume	175	373			544	PM Pk Volume	353	190	526
Pk Hr Factor	0.717	0.804			0.925	Pk Hr Factor	0.970	0.931	0.939
7 - 9 Volume	273	667	0	0	940	4 - 6 Volume	608	344	952
7 - 9 Peak Hour	7:45	8:00			7:45	4 - 6 Peak Hour	16:45	17:00	16:45
7 - 9 Pk Volume	175	373	0	0	544	4 - 6 Pk Volume	353	183	526
Pk Hr Factor	0.717	0.804	0.000	0.000	0.925	Pk Hr Factor	0.970	0.897	0.939

### VOLUME

Yorba St Bet Irvine Blvd & 1st St

Day: Thursday  
Date: 8/29/2024

City: Tustin  
Project #: CA24\_010086\_113

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,075	3,241	0	0	6,316		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	4	7			11	12:00	48	67			115
0:15	5	6			11	12:15	53	66			119
0:30	2	6			8	12:30	62	48			110
0:45	0	11	3	22	33	12:45	54	217	51	232	449
1:00	0	2			2	13:00	61	54			115
1:15	0	0			0	13:15	50	47			97
1:30	1	2			3	13:30	52	50			102
1:45	4	5	2	6	11	13:45	54	217	61	212	429
2:00	3	0			3	14:00	54	50			104
2:15	2	1			3	14:15	57	48			105
2:30	0	1			1	14:30	49	63			112
2:45	0	5	2	4	9	14:45	48	208	66	227	435
3:00	1	0			1	15:00	62	51			113
3:15	2	1			3	15:15	70	49			119
3:30	4	1			5	15:30	54	66			120
3:45	2	9	0	2	11	15:45	66	252	65	231	483
4:00	2	2			4	16:00	66	49			115
4:15	5	2			7	16:15	52	51			103
4:30	4	6			10	16:30	79	60			139
4:45	5	16	2	12	28	16:45	76	273	44	204	477
5:00	12	4			16	17:00	67	53			120
5:15	16	7			23	17:15	80	58			138
5:30	12	12			24	17:30	79	54			133
5:45	17	57	9	32	89	17:45	38	264	64	229	493
6:00	13	10			23	18:00	46	32			78
6:15	15	11			26	18:15	58	43			101
6:30	26	19			45	18:30	56	40			96
6:45	34	88	38	78	166	18:45	36	196	44	159	355
7:00	36	39			75	19:00	44	41			85
7:15	38	53			91	19:15	37	46			83
7:30	58	54			112	19:30	30	37			67
7:45	67	199	71	217	416	19:45	26	137	30	154	291
8:00	54	72			126	20:00	30	26			56
8:15	40	69			109	20:15	33	22			55
8:30	51	72			123	20:30	29	25			54
8:45	33	178	77	290	468	20:45	24	116	33	106	222
9:00	37	62			99	21:00	26	26			52
9:15	33	52			85	21:15	15	20			35
9:30	36	56			92	21:30	23	21			44
9:45	44	150	68	238	388	21:45	11	75	13	80	155
10:00	40	52			92	22:00	9	18			27
10:15	36	58			94	22:15	10	10			20
10:30	35	51			86	22:30	16	18			34
10:45	46	157	45	206	363	22:45	11	46	14	60	106
11:00	33	38			71	23:00	7	11			18
11:15	43	48			91	23:15	3	10			13
11:30	68	53			121	23:30	7	11			18
11:45	35	179	59	198	377	23:45	3	20	10	42	62
<b>TOTALS</b>	<b>1054</b>	<b>1305</b>			<b>2359</b>	<b>TOTALS</b>	<b>2021</b>	<b>1936</b>			<b>3957</b>
<b>SPLIT %</b>	<b>44.7%</b>	<b>55.3%</b>			<b>37.3%</b>	<b>SPLIT %</b>	<b>51.1%</b>	<b>48.9%</b>			<b>62.7%</b>

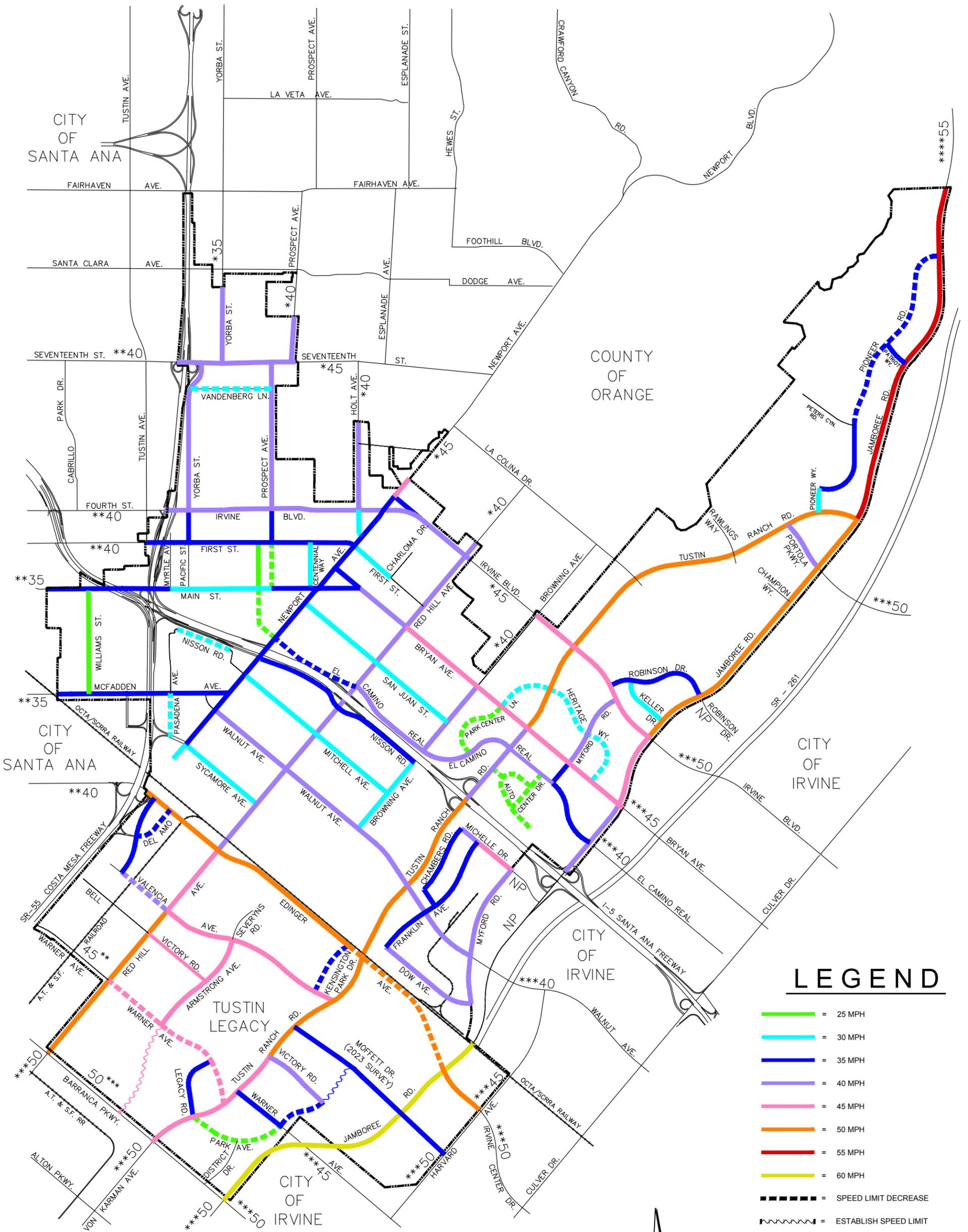
DAILY TOTALS					NB	SB	EB	WB	Total		
					3,075	3,241	0	0	6,316		
AM Peak Hour	7:30	8:00		7:45	PM Peak Hour	16:30	12:00		16:30		
AM Pk Volume	219	290		496	PM Pk Volume	302	232		517		
Pk Hr Factor	0.817	0.942		0.899	Pk Hr Factor	0.944	0.866		0.930		
7 - 9 Volume	377	507	0	0	884	4 - 6 Volume	537	433	0	0	970
7 - 9 Peak Hour	7:30	8:00		7:45	4 - 6 Peak Hour	16:30	17:00				16:30
7 - 9 Pk Volume	219	290	0	0	496	4 - 6 Pk Volume	302	229	0	0	517
Pk Hr Factor	0.817	0.942	0.000	0.000	0.899	Pk Hr Factor	0.944	0.895	0.000	0.000	0.930

# **APPENDIX F**

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## **2025 Speed Limit Map**

# City of Tustin 2025 Speed Limit Map



## LEGEND

- = 25 MPH
- = 30 MPH
- = 35 MPH
- = 40 MPH
- = 45 MPH
- = 50 MPH
- = 55 MPH
- = 60 MPH
- = SPEED LIMIT DECREASE
- = ESTABLISH SPEED LIMIT
- = CITY LIMITS
- \* = BASED ON COUNTY OF ORANGE
- \*\* = BASED ON CITY OF SANTA ANA
- \*\*\* = BASED ON CITY OF IRVINE
- \*\*\*\* = BASED ON CITY OF ORANGE
- NP = SPEED LIMIT NOT POSTED



NOT TO SCALE

## **APPENDIX G**

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### **2023 Engineering and Traffic Survey for Moffett Drive**

# Final Report

## Engineering & Traffic Survey for Moffett Drive



October 2023





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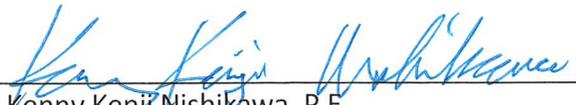
Engineering & Traffic Survey for Speed Limit Updates

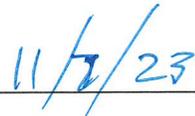


City of Tustin  
Public Works Department

**ENGINEERING DIVISION CERTIFICATION**

I, Kenny Kenji Nishikawa, have examined and reviewed the following Engineering and Traffic Survey dated October 23, 2023, for the City of Tustin. I find that this study follows the procedures established by the California Vehicle Code (CVC) and the State of California Department of Transportation (Caltrans) California Manual on Uniform Traffic Control Devices in order to establish speed limits. Further, I find that this study follows standard traffic engineering guidelines and practices and, therefore, is within the policies of the City of Tustin. I certify that this study has been conducted under my direction and that I am experienced in surveys of this type and that I am duly registered in the State of California as a professional Civil Engineer.

  
\_\_\_\_\_  
Kenny Kenji Nishikawa, P.E.  
Deputy Director of Public Works/City Engineer  
RCE 28139, Exp. 03/31/2024

  
\_\_\_\_\_  
Date



\_\_\_\_\_  
Civil Engineering Seal



## SECTION 1.0 – INTRODUCTION

The purpose of this report is to document the results of an Engineering and Traffic Survey (E&TS) conducted to establish the speed limits along the Moffett Drive segment between Tustin Ranch Road and Harvard Avenue in the City of Tustin.

The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within city boundaries. Roadways within business and residential districts have an established speed limit of 25 miles per hour, while alleys and blind intersections are 15 miles per hour. Both speed limits are designated by California law. As such they are not typically included in the study. Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on engineering and traffic surveys.

It is a common belief that posting speed limit traffic signs will influence drivers to drive at that speed; however, the facts indicate otherwise. Driver behavioral research conducted in many parts of this country over a span of several decades shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions in choosing the speed at which a person drives. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods. Excerpts from the CVC regarding regulations governing speed limits and definition of terms used in speed zone surveys are detailed in **Appendix A**.

This report contains sufficient information to document that the conditions of the latest edition of the CVC Section 627 have been satisfied and that other conditions not readily apparent to motorists are properly identified. To legally use radar for speed enforcement, Section 40802 of the CVC requires that speed limits be established per Sections 22357 and 22358 of the CVC. The limits must be justified by an E&TS conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period up to seven, ten, or fourteen years depending on specific criteria<sup>1</sup>.

The latest edition of the CVC has highlighted bicycle and pedestrian safety as part of the study, and this aspect was considered as a part of this report. Additionally, effective January 1, 2022, several of the CVC sections mentioned above were amended and additional sections were added related to traffic safety and speed limits. These changes to the CVC were made in accordance with Assembly Bill No. 43 (AB 43) which was approved by the State of California on October 8, 2021. AB 43 is included in Appendix A for reference. The following are some key highlights of AB 43:

- Allows a prima facie speed limit of 25 mph on State highways located in any business or residential district.
- Authorizes Caltrans and a local authority to declare a speed of 20 or 15 mph on State highways.
- Authorizes a lower speed limit on a section of highway contiguous to a business activity district. Definition of “business activity district” is identified in AB 43 text.

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<sup>1</sup> Refer to Appendix A for specific survey criteria.

Engineering & Traffic Survey for Speed Limit Updates



- Authorizes a local authority to further reduce the speed limit beyond the 5-mph reduction after June 30, 2024, if certain conditions are met.
- Extends the validity of speed surveys from 10 years to 14 years if evaluated by a registered engineer.
- Local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

The current study will verify, increase, or decrease existing speed limits along the Moffett Drive segments based on the data and results of this survey. The surveys were conducted on September 26, 2023.

Spot speed surveys were taken at the two segments along Moffett Drive in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The data was collected per the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD), Revision 7. Sections of the CA MUTCD detailing regulations for conducting the required “Engineering and Traffic Survey” are presented in **Appendix B**.

The actual speed zone surveys were conducted by AGA Engineers, Inc. (AGA). A California registered traffic engineer from AGA reviewed the streets, the survey data, and the crash statistics to arrive at the recommended speed limits for each segment.



## SECTION 2.0 – STUDY METHODOLOGY

The study involved three categories of data collection and analysis: (1) geometric and characteristic street surveillance; (2) collision rate analysis; and (3) spot speed survey.

The street surveillance process used field observations to determine the existing roadway characteristics, condition and placement of signs and pavement markings, land uses, pedestrian and bicycle activity, and other roadway characteristics that may not be readily apparent to motorists.

Historical collision data was obtained from the City of Tustin Police Department for the period from August 1, 2021 to July 31, 2023 (i.e., two years) for the roadway segments. The collision rate was calculated and considered in recommending the speed limit by using the average daily traffic (ADT) volumes collected by the City in 2023 and the historical collision data.

Spot speed surveys, utilizing a calibrated radar gun, were conducted at the two segment locations to determine existing vehicular travel speeds. A copy of the “Traffic Radar Certification” is provided in **Appendix C**. Typically, a minimum of 100 observations were recorded, 50 for each direction of travel, on all the streets included in the study. This data was used to calculate statistical information such as the 85th percentile travel speed, 10 mile per hour (mph) pace speed, percentage of vehicles within the 10-mph pace, median speed, and other pertinent data for analysis.



## SECTION 3.0 – SURVEY RESULTS

### 3.1 Street Surveillance

Section 2B.13 “Speed Limit Signs” of the CA MUTCD (see Appendix B) states that the speed limit should be established at the nearest five mile per hour increment (rounded per standard mathematical practice) to the 85th percentile speed recorded during the spot speed survey. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further change in speed. Whenever such factors are considered to establish the speed limit, they should be documented in the speed survey or in the accompanying engineering report.

The survey streets were reviewed by Mr. Ruben Perales, P.E., T.E, Vice President at AGA Engineers, Inc., who is a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver, land use types adjoining the street (commercial, residential, school zone, parks, etc.), and type of roadway (divided, undivided, number of lanes, etc.) were recorded as part of the study. The roadway characteristics were used to determine if any physical conditions warranted consideration of a five mile per hour reduction of the recommended speed in accordance with CVC Section 627 and if roadway segments have changed since the preparation of the previous E&TS dated October 2016. The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Traffic Survey Summary sheets in **Appendix D**. The field survey data sheets are provided in **Appendix E**.

### 3.2 Accident Rate Analysis

The collision rate for each speed survey segment was determined using the most recent collision records as required by CVC Section 627. The mid-block collision totals are based on a review of the collision reports from the City of Tustin Police Department from August 1, 2021 to July 31, 2023. Subsequently, these totals were used to calculate the mid-block collision rate, which also uses ADT volume data. The mid-block collision rate for each street surveyed was calculated in terms of “collisions per million vehicle miles traveled” (C/MVM) and is shown on the Engineering and Traffic Survey Summary Reports. The following shows a sample calculation.

The rate was calculated using the following equation:

$$\text{Collision Rate} = \frac{\text{Number of Midblock Collisions} \times 10^6}{24\text{-hour volume} \times 365 \times \text{segment length} \times \text{number of years}}$$

The number of mid-block collisions is based on two years’ collision data (August 1, 2021 to July 31, 2023), recent 24-hour traffic volume (for both directions) within the survey segment, and the segment’s length given in miles.

**Example:**

$$\begin{aligned}
 \text{Segment:} & \quad \text{Moffett Drive between Tustin Ranch Road and Downs Road:} \\
 \text{Collision Rate} & = \frac{2 \times 10^6}{3,382 \times 365 \times 0.52 \times 2} \\
 & = 1.56 \text{ C/MVM}
 \end{aligned}$$

The Average Expected Collision Rate for this segment is 1.07 and is based on the “2020 Collision Data on California State Highways<sup>2</sup>. Therefore, the calculated collision rate of 1.56 is slightly above the expected rate for this segment.

The results of the collision rate calculations, including the Average Expected Collision Rates for each type of roadways, are shown in **Table 1** and detailed in Appendix E. The following Average Expected Collision Rates were obtained from “2020 Collision Data on California State Highways” for Orange County published by the California Department of Transportation (Caltrans):

- ◆ Conventional 2 lanes or less (<45 mph): 1.07 C/MVM

The slightly higher than expected accident rate on Moffett Drive between Tustin Ranch Road and Downs Avenue was taken into consideration when determining the recommended speed limit. The segment between Downs Road and Harvard Avenue is considered within an acceptable range and does not call for additional consideration.

**Table 1. Moffett Drive Speed Zone Survey – Accident Survey Analysis**

Location	Segment Limits	Distance (mile)	ADT	Accidents (2 yr. total)	Accident Rate	Expected Accident Rate
Moffett Drive	Tustin Ranch Road to Downs Road	0.52	3,382	2	1.56	1.07
Moffett Drive	Downs Road to Harvard Avenue	0.44	3,044	0	0.00	1.07

### 3.3 Spot Speed Survey

Spot speed surveys were conducted at each street segment to assess the actual behavior of the majority of motorists. A reasonable and effective speed limit is based on the premise that a speed limit, thus established, conforms to the actual behavior of the majority of motorists. The speed limit should typically be established at the five mph increment nearest the 85th percentile speed recorded for the surveyed segment. However, engineering judgment and other factors such as street surveillance (Section 3.1) and collision rates (Section 3.2) may indicate the need for further reduction in establishing reasonable and effective speed limits.

<sup>2</sup> 2020 Collision Data on California State Highways, State of California Department of Transportation.



The criteria used in conducting the radar survey are listed in Appendix B. The information collected and data calculated for the radar speed survey are as follows:

- ◆ Date and time of speed survey
- ◆ Direction of survey
- ◆ Number of vehicles observed
- ◆ Pedestrian and bicycle activity
- ◆ Road description
- ◆ Average Daily Traffic
- ◆ Collision history
- ◆ Collision rate
- ◆ Posted speed limit
- ◆ Average speed
- ◆ Range of speeds
- ◆ 50th Percentile speed
- ◆ 85th percentile speed
- ◆ 10 mph pace speed
- ◆ Percent over pace speed

Appendix E contains information about vehicular speed data observed, collision data, street classification, and any unusual conditions at the location.



## SECTION 4.0 – SURVEY FINDINGS AND RECOMMENDATIONS

In accordance with the State-imposed speed limit establishment regulation as defined by CVC Section 627 and the recently adopted Assembly Bill No. 43, there are several factors that may be considered to justify setting the prima facie speed limits five miles per hour below the observed 85th percentile speed.

It should be noted that the regulations found in Appendix B also state that “the establishment of a speed limit of five mph below the 85<sup>th</sup> percentile speed should be done with great care”.

The factors to be considered are:

- Most recent accident record (mid-block)
- Roadway design speed
- Safe stopping sight distance
- Super-elevation
- Grades
- Shoulder condition
- Profile condition
- Intersection spacing offsets
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and bicycle safety

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix D. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). The Moffett Drive Speed Zone Survey – Accident Survey Analysis (Table 1) lists the total number of accidents, calculated accident rate, and the expected accident rate. **Table 2** below shows the surveyed road segments with posted and recommended speed limits. California Vehicle Code sections are defined in Appendix A.

**Table 2. Moffett Drive Segment Spot Speed Summary**

Location	Segment Limits	Dir.	10-Mile Pace (mph)	% in 10-Mile Pace	85 <sup>th</sup> Percentile (mph)	Existing Speed Limit	Recommended Speed Limit (mph)
Moffett Drive	Tustin Ranch Road to Downs Road	E/W	34-43	71	42	25	35
Moffett Drive	Downs Road to Harvard Avenue	E/W	33-42	65	41	25	35

\* Surveys conducted September 26, 2023

### 4.1 Speed Limit Signing

All California motorists are required to know the basic 15, 25, and 65 mph statutory or prima facie speed laws and are tested on the subject when applying for a driver’s license. The maximum speed limit on most California highways is 65 mph. However, drivers are permitted to travel 70 mph where posted as such. Unless otherwise posted, the maximum speed limit in California is 55 mph on two-lane undivided highways and for vehicles towing trailers – provided the street is not within a business or residential district. Consequently, speed limit signs covering these prima facie conditions need not be posted on city streets.



Although not required by law, speed limit signs for these limits can be posted by a jurisdiction when an engineer determines doing so would enhance public awareness and compliance of the basic speed law.

Typically, such postings occur upon streets that have the following:

- Significant daily vehicular traffic volumes
- Significant grades
- Safe stopping sight distance
- Other unusual characteristics
- Cut-through traffic problems
- Continued violation of 25 mph speed zones
- Commercial driveway characteristics (land use)

It is standard engineering practice to recommend the posting of speed limit signs only on streets that have specific speed limits enacted by city ordinance or determined to be justified by an engineer who has performed an E&TS.

When an E&TS shows that the statutory or prima facie speed limits are not applicable for the existing conditions, the speed limits can be altered with the posting of a different speed limit, which must be determined according to the findings of the study. CVC Section 22354 covers decreasing highway speeds from 65 mph, and CVC Section 22358 addresses decreasing local speed limits. The CVC does not address decreasing the speed limit below 55 mph on undivided highways; however, the CA MUTCD states that speed zones (other than statutory speed limits) shall only be established based on an E&TS that has been performed in accordance with traffic engineering practices. Even though it is not codified in the CVC, Caltrans has established the practice of using an E&TS for any reduction below a statutory 55 mph speed limit. Law enforcement agencies and courts are accustomed to seeing surveys for these areas and it may be difficult to defend a speed violation citation without one.

Speed limit signs should be installed at approximately every one-half mile on streets which have been speed zoned. Signs are typically installed at the beginning of the speed zone on the departure side of a traffic signal-controlled intersection. It is also advisable to install signs at key intersections where there is high side street vehicle entry. It is important that motorists be given adequate notice of the speed limit without over signing, since doing so increases maintenance costs and rarely results in increased compliance.

The CA MUTCD outlines speed limit sign size specifications based on the type of roadway facility. Sign sizes vary from a minimum of 24-inches by 30-inches on a single lane conventional roadway to 48-inches by 60-inches on a freeway. It is also important to post signs in a manner that they are clearly visible to approaching traffic from a distance. Care should be taken to maintain landscaping and other vegetation, so it does not grow to block the motorist's view of the signs. In certain circumstances, when an engineer has determined that additional motorist awareness of the speed limit is needed, the speed limit can also be painted on the roadway surface immediately adjacent to a speed limit sign.

Enforcement problems can occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted, or (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.



## SECTION 5.0 – SUMMARY AND CONCLUSIONS

An engineering speed study was conducted per CVC Section 627 and includes documentation of existing roadway conditions, radar spot speed surveys, and midblock collision analysis. A total of 2 roadway segments along Moffett Drive were surveyed. The collision rate for these segments is well below the expected collision rates published by the State of California for roadways within Orange County. Based on the radar speed survey, collision history, and field conditions, it is recommended that the existing speed limits on Moffett Drive be updated as follows:

### Speed Limit Increases

- ◆ **Moffett Drive between Tustin Ranch Road and Downs Road**, it is recommended that the existing speed limit of 25 mph be increased to a speed limit of 35 mph. Based on the 85<sup>th</sup> percentile speed of 42 mph, the speed limit should be set at 40 mph, however, due to the reduced sight distance at Windrow Road and the higher than expected accident rate, a reduction of 5 mph is justified for this segment.
- ◆ **Moffett Drive between Downs Road and Harvard Avenue**, it is recommended that the existing speed limit of 25 mph be increased to a speed limit of 35 mph. Based on the 85<sup>th</sup> percentile speed of 41 mph, the speed limit should be set at 40 mph, however, due to the narrow roadway near the Peters Canyon Trail and the presence of bike lanes a reduction of 5 mph is justified for this segment.

# **APPENDIX A**

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## **Regulations Governing Speed Limits and Definition of Terms**

*Excerpts from California Vehicle Code  
Assembly Bill 43 (AB 43)*



## **RADAR SPEED ZONE SURVEYS**

September 2020

### **Introduction**

This report presents the results of a traffic and engineering study for establishment of speed limits on city streets as required by Sections 22357 and 22358 of the California Vehicle Code. The review included radar surveys of prevailing vehicle speeds at various locations along the length of each street, recent traffic counts and an analysis of reported traffic accidents recorded during the specific interval.

In order to enforce speed limits by radar or other electronic devices, a study must be conducted every five years. Section 40802 of the California Vehicle Code defines a speed limit enforced by radar and "...which speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation..." constitutes a speed trap, unless the following criteria are met:

If officers have completed specialized training courses that are approved by the Commission on Peace Officer Standards Training, the time span between studies can be extended to seven years.

If after seven years, "...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..." the time span between studies can be extended to ten years.

Since speed traps are illegal, the lack of an adequate study effectively precludes the police from using radar enforcement. Through adoption of this study, the police department will be able to enforce posted speed limits with radar equipment.

It is a common belief that posting of speed limit traffic signs will influence drivers to drive at that speed. The facts indicate otherwise.

Driver behavior research conducted in many parts of this country, over a span of several decades; shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions, in choosing the speed at which he or she drives. Recognizing this, the California Vehicle Code requires that speed limits be established in accordance with appropriate engineering practice and methods.

### **Regulations Governing Speed Limits**

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). All other speed limits are called prima facie limits which "on the face of it", are safe and prudent under normal conditions. Certain prima facie limits are established by law and include the 25 miles per hour limit in business and residential districts (CVC515); the 15 miles per hour limit in alleys, at blind intersections, and blind railroad grade crossings; and a part-time 25 miles per hour in school zones when children are going to and from school.

**AGA Engineers, Inc.**

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Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on traffic engineering surveys. Such surveys include the analysis of roadway conditions, accident records, and the prevailing speed of prudent drivers using the highway under study. If speed limits are established below what the majority of drivers consider reasonable, they are often not obeyed and consequently, are difficult to enforce. Those drivers who do not comply with posted reasonable speed limits are, conversely, subject to equitable enforcement action.

The California Vehicle Code provides that the use of radar to enforce speed limits, which have not been based on a traffic and engineering study within the preceding five years, constitutes a "speed trap". Since speed traps are also prohibited by the code, lack of the required study effectively prohibits local agencies from using radar enforcement.

### **Applicable Vehicle Code Sections**

#### Business District

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

#### Business and Residence District: Determination

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions Section 235 and 515:
- a) No building shall be counted unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
  - b) Where a highway is physically divided into two or more roadways, only those buildings facing each roadway separately shall be counted for the purpose of determining whether the roadway is within a district.
  - c) All churches, apartments, hotels, multiple dwelling houses, clubs and public buildings, other than schools, shall be deemed to be business structures.
  - d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

#### Residence District

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

#### Engineering and Traffic Survey

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 the state and local authorities.

- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all the following:
  - 1) Prevailing speeds as determined by traffic engineering measurements.
  - 2) Accident records.
  - 3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
  - 1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
    - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
    - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
    - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
  - 2) Pedestrian and bicyclist safety.

Rounding Speed Limit to the Nearest 5 mph of the 85<sup>th</sup> Percentile

21400. (a) (1) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.
- (2) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.
- (3) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.
- (4) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.
- (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.

Radar Speed Zone Surveys

Page 4

Maximum Speed Limit

22349. (a) Except as provided in Section 22356, no person shall drive a vehicle upon a highway at a speed greater than 65 miles per hour.
- (b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:
- (1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.
  - (2) Passing lanes may not be considered when determining the number of through lanes.
- (c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

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 surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

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

22352. The prima facie limits are as follows and the same 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 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:

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- 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. Such prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.
- 3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Increase of Local Limits

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 limit of 25 miles per hours, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, 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.

Decrease of Local Limits

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45,40,35,30, or 25 miles per hours, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.
- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

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Decrease on Narrow Street

22358.3. Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Decrease on Local Streets Near Schools or Senior Centers

- 22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.
- (2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.
- (b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:
- (A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.
- (B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.
- (2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
- (A) A maximum of two traffic lanes.
- (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.
- (3) The prima facie limits established under paragraph (1) apply to all lanes of an affected

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highway, in both directions of travel.

- (4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.
- (5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.  
(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.  
(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.  
(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

Downward Speed Zoning

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

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.

Multiple-Lane Highways

22361. On multiple-lane highways with two or more separate roadways, different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

Speed Trap Prohibition

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

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 provided by this code or by local ordinance pursuant to paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed

limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic devices which measures the speed of moving objects. This subdivision does not apply to 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 mile of uninterrupted length. Interruptions shall include official traffic control devices 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 of 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 223469, 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:

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- (A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:
  - (I) Except as specified in subclause (II), seven years.
  - (II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.
- (ii) This subparagraph does not apply to a local street, road, or school zone.

Speed Trap Evidence.

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 (b) of Section 40802.
- (c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (b) 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 (b) 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) of subdivision (b) 40802.

**Study Method**

Speed zones are established to inform drivers of the safe speed limit and to protect the general public from unreasonable and reckless drivers. Research has shown that most drivers travel at speeds that are safe and reasonable, therefore, speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of few. The California Vehicle Code requires the limits to be established on the basis of an engineering and traffic survey rather than by arbitrary methods.



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The study is conducted in accordance with the appropriate sections of the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B-13, Speed Limit Sign (R2-D)

Surveys are conducted on arterial streets, collector streets, and selected local streets. Each of the selected streets was analyzed individually.

The accident analysis was based on a review of the City's Traffic Accident Records (Crossroads). Only non-intersection accidents are included since intersection accidents are considered correctable using conventional intersection traffic controls such as stop signs or traffic signals.

Accident rates were computed using a formula that takes into account the number of accidents in the two-year period, the length of roadway being studied, and the average daily traffic volume. The rate is expressed in accidents per million vehicle miles (Acc/MVM). The formula is:

$$\text{Acc/MM} = \frac{\text{Number of Accidents} \times 1,000,000}{\text{Distance} \times \text{ADT} \times \text{No. of Days}}$$

In order to evaluate the accident rates for each street segment, the average rate for all surveyed street segments was calculated. Average rates were calculated for two-lane and four-or-more-lane arterial streets, two-lane collector and two-lane local streets. The accident rates for each segment were compared to the state-wide average rates for streets with similar characteristics.

### Definitions of Terms

Average Daily Traffic	Volume of traffic during a 24-hour period.
ECL	Easterly City Limit (also WCL, NCL and SCL for Westerly, Northerly and Southerly).
85 <sup>th</sup> Percentile (Critical Speed)	The "speed" which 85% of the observed vehicles are not exceeding. This speed is usually within 2 mph of the upper limit of the speed.
Mean Speed	The average speed.
MPH or mph	Miles Per Hour.
MVM or mvm	Million Vehicle Miles. Accident rates are generally expressed as the number of accidents occurring per million vehicle miles traveled during a given time period.
Pace	The 10 mph range of observed vehicle speeds containing the largest number of vehicles. A normal distribution will contain approximately 70% of the sample within the pace, with 15% above and 15% below.



**AB-43 Traffic safety.** (2021-2022)

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Date Published: 10/11/2021 02:00 PM

**Assembly Bill No. 43**

CHAPTER 690

An act to amend Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

[ Approved by Governor October 08, 2021. Filed with Secretary of State October 08, 2021. ]

LEGISLATIVE COUNSEL'S DIGEST

AB 43, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law

limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

This bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined, and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. Existing law requires the Judicial Council to create and implement an online tool by June 30, 2024, for the adjudication of traffic infractions, among other things.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require that certain violations be subject to a warning citation, for the first 30 days of implementation. The bill would, in some circumstances, authorize the reduction of a speed limit beginning June 30, 2024, or when the Judicial Council has developed an online tool for adjudicating traffic infraction violations, whichever is sooner. The bill would require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more than 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

## THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

### **SECTION 1.** Section 627 of the Vehicle Code is amended to read:

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

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

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

(2) Accident records.

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

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

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

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

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

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

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

**SEC. 2.** Section 21400 of the Vehicle Code is amended to read:

**21400.** (a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

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

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

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

**SEC. 3.** Section 22352 of the Vehicle Code is amended to read:

**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 the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

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

(3) On any alley.

(b) Twenty-five miles per hour:

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

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

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

**SEC. 4.** Section 22354 of the Vehicle Code is amended to read:

**22354.** (a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

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

**SEC. 5.** Section 22358 of the Vehicle Code is amended to read:

**22358.** (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

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

**SEC. 6.** Section 22358.6 is added to the Vehicle Code, to read:

**22358.6.** The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. 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. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

**SEC. 7.** Section 22358.7 is added to the Vehicle Code, to read:

**22358.7.** (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

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

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

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

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

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

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

**SEC. 8.** Section 22358.8 is added to the Vehicle Code, to read:

**22358.8.** (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

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

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

**SEC. 9.** Section 22358.9 is added to the Vehicle Code, to read:

**22358.9.** (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.

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

(A) A maximum of four traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

(C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

(b) As used in this section, a "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.

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

**SEC. 10.** Section 40802 of the Vehicle Code is amended to read:

**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 paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted

within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

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

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

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

(c) (1) When all of 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 Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

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

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

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and

enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

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

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

## **APPENDIX B**

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### **Speed Zoning Regulations from Caltrans** *California Manual on Uniform Traffic Control Devices*

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

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

*Guidance:*

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

*Option:*

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

**Standard:**

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

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

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

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

*Support:*

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

**Standard:**

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

*Option:*

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

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

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

*Support:*

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

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

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

**Standard:**

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

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

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

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

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

**Support:**

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

- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As altered speed zones – based on engineering studies.

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

**Option:**

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

**Guidance:**

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

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

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

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

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

**Standard:**

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

**Option:**

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

**Standard:**

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

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

**Support:**

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

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

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

<sup>12f</sup> **CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.**

**Support:**

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

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

**Standard:**

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

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

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

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

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

**Option:**

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

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

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

**Standard:**

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

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

**Option:**

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

**Standard:**

<sup>12q</sup> **The prioritized subset of safety corridors shall:**

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

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

**Guidance:**

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

**Option:**

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

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

**Standard:**

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

**Option:**

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

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

**Standard:**

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

**Option:**

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

**Standard:**

<sup>12z</sup> **A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.**

**Option:**

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

**Standard:**

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

**Option:**

<sup>12ac</sup> A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

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

**Standard:**

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

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

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

**Standard:**

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

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

**CVC Section 22358.9 – Business Activity District****Option:**

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

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

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

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

**Standard:**

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

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

**Support:**

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

**Guidance:**

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

**Option:**

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

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

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

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

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

**Guidance:**

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

**Support:**

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

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

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

**Engineering and Traffic Survey (E&TS)****Support:**

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

**Standard:**

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

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

*Guidance:*

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

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

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

*Support:*

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

*Option:*

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

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

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

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

- Collision rates for the zones involved
  - Average daily traffic volume
  - Location of traffic signals, signs and markings
  - If the highway is divided, the limits of zones for each direction of travel
  - Plotted 85<sup>th</sup> percentile and pace speeds at location taken showing speed profile
- b. A report to the District Director that includes:
- The reason for the initiation of speed zone survey.
  - Recommendations and supporting reasons.
  - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
  - The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
- a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
- b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

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

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

*Guidance:*

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

*Support:*

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

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

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

*Option:*

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

*Guidance:*

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

## Signs

### **Standard:**

<sup>39</sup> **The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

<sup>40</sup> **When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.**

<sup>41</sup> **The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

### *Guidance:*

<sup>42</sup> *The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

### *Option:*

<sup>43</sup> The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

<sup>44</sup> The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

### *Support:*

<sup>45</sup> Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

### *Option:*

<sup>46</sup> The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

### **Standard:**

<sup>47</sup> **The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

<sup>48</sup> **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

<sup>49</sup> **The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

### *Option:*

<sup>50</sup> The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

### **Standard:**

<sup>51</sup> **Speed limit signs shall be placed at the beginning of all restricted speed zones.**

### *Option:*

<sup>52</sup> Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

### **Standard:**

<sup>53</sup> **The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.**

<sup>54</sup> **Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:**

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

### *Option:*

- The 25 mile interval may be modified to include locations following entrance ramps.

### **Standard:**

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

**Option:**

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

**Standard:**

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**

<sup>55</sup> **Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

**Guidance:**

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

<sup>56</sup> *Conventional highways with 55 mph speed limits should be posted as follows:*

**Standard:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.**

**Guidance:**

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

*Conventional highways with 65 mph speed limits should be posted as follows:*

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

**Option:**

<sup>57</sup> *Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.*

**Standard:**

<sup>58</sup> **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

**Guidance:**

<sup>59</sup> *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

**Standard:**

<sup>60</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

**Option:**

<sup>61</sup> *The 25 mile interval may be modified to include locations following entrance ramps.*

**Standard:**

<sup>62</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

<sup>63</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.**

<sup>64</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

### Speed Enforced Signs

#### Option:

<sup>65</sup> The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

#### Guidance:

<sup>66</sup> *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

#### Support:

<sup>67</sup> The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

#### Option:

<sup>68</sup> The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

#### Guidance:

<sup>69</sup> *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

#### Option:

<sup>70</sup> The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

#### Standard:

<sup>71</sup> **The R48-2(CA) sign shall be used for both directions of travel.**

#### Guidance:

<sup>72</sup> *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

### Vehicle Speed Feedback Signs

#### Option:

<sup>73</sup> A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

#### Standard:

<sup>74</sup> **If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

#### Guidance:

<sup>75</sup> *To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.*

#### Option:

<sup>76</sup> When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

<sup>77</sup> In lieu of lights, legend may be retroreflective film for flip-disk systems.

<sup>78</sup> The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

#### Support:

<sup>79</sup> Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

<sup>80</sup> Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

### **Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352**

Support:

<sup>81</sup> The basic speed law states “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.”

**Standard:**

<sup>82</sup> **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

<sup>83</sup> Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

### **Use of Metric System Designations – See CVC 21351.3**

Option:

<sup>84</sup> Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

*Guidance:*

<sup>85</sup> *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

<sup>86</sup> Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

**Standard:**

<sup>87</sup> **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

### **Legal Authority for Establishing Speed Limits**

Support:

<sup>88</sup> Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

**Standard:**

<sup>89</sup> **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

<sup>90</sup> The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

### **Variable Speed Limits on Freeways - See CVC 22355**

Option:

<sup>91</sup> The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

### **Minimum Speed Limits on State Highways - See CVC 22400**

Option:

<sup>92</sup> The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.

- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

### **Speed Traps**

#### Support:

- <sup>93</sup> Refer to CVC 40802 for Speed Traps.

#### Standard:

- <sup>94</sup> **A speed trap shall not apply to a local street, road, school zone, senior zone, or business activity district.**

#### Support:

<sup>95</sup> Senior zone is an area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign pursuant to CVC Section 22352.

<sup>96</sup> Business activity district is a section of highway described in CVC Section 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC Section 22358.9(a)(1).

#### Standard:

<sup>97</sup> **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.**

<sup>98</sup> **This time provision shall be extended to seven years when using radar and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

<sup>99</sup> **This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

#### Option:

<sup>100</sup> This time provision for an E&TS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

### **Truck Speed Zone on Descending Grades**

#### Guidance:

<sup>101</sup> *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

#### Support:

<sup>102</sup> To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

#### Standard:

<sup>103</sup> **Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.**

#### Guidance:

<sup>104</sup> *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

#### Standard:

<sup>105</sup> **If warranted, the Caltrans District Director shall issue a standard speed zone order.**

**Support:**

<sup>106</sup> Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

**Standard:**

<sup>107</sup> **A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.**

**Speed Zones in Temporary Traffic Control Areas****Support:**

<sup>108</sup> For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

**Speed Zones and Traffic Signals****Standard:**

<sup>109</sup> **An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.**

**Support:**

<sup>110</sup> Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

**Section 2B.14 Truck Speed Limit Plaque (R2-2P)****Standard:**

<sup>01</sup> **Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~**

<sup>02</sup> **The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.**

<sup>03</sup> **The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.**

**Support:**

<sup>04</sup> Refer to Section 2B.13 for more details.

**Section 2B.15 Night Speed Limit Plaque (R2-3P)****Standard:**

<sup>01</sup> **Where different speed limits are prescribed for day and night, both limits shall be posted.**

**Guidance:**

<sup>02</sup> *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

**Option:**

<sup>03</sup> A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

**Support:**

<sup>04</sup> Refer to CVC 22355.

**Section 2B.16 Minimum Speed Limit Plaque (R2-4P)****Standard:**

<sup>01</sup> **A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.**

## **APPENDIX C**

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### **Traffic Radar Certifications**

*Traffic Radar Equipment Certification*

*Traffic Radar Operator Certification*



2310 W 205<sup>th</sup> St  
Torrance CA 90501  
310-212-5432

# 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

Date: 10/12/2021

Device Model: Decatur Genesis Series: VP VPD

TYPE: III IV

Directional: YES NO

MOVING RADAR: YES NO

**TUNING FORK CALIBRATION** (NHTSA Paragraphs 2.4 / 5.4)

Counting Unit SN:	1413	Antenna-1 SN:	N/A	Antenna-2 SN:	N/A
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Low Speed Fork SN:	101052	Last Cal Date:	Unknown	Freq (Hz):	2391	Speed (mph):	33.2	Measured:	2387
High Speed Fork SN:	101209	Last Cal Date:	Unknown	Freq (Hz):	5589	Speed (mph):	77.6	Measured:	5586

PASS FAIL N/A

**RADAR DEVICE TUNING FORK TESTS** (NHTSA Paragraphs 2.5 / 5.5)

Stationary Mode	Fork Speed (mph)	Low Fork	High Fork
		Disp. Speed (mph)	33
Moving Mode Opposite Direction	TARGET SPEED (HIGH FORK - LOW FORK)	Expected (mph)	N/A
		Displayed (mph)	N/A
Moving Mode Same Direction	TARGET SPEED (HIGH FORK + LOW FORK)	Expected (mph)	N/A
		Displayed (mph)	N/A
	TARGET SPEED (HIGH FORK - LOW FORK)	Expected (mph)	N/A
		Displayed (mph)	N/A

PASS FAIL

**TRANSMISSION FREQUENCY STABILITY** (NHTSA Paragraphs 2.6.1 / 5.6.1)

Std Supply Voltage (V)	7.2V	Antenna 1 Freq (GHz)	N/A	Antenna 2 Freq (GHz)	N/A
Std Supply Voltage - 20% (V)	6.2V	Antenna 1 Freq (GHz)	N/A	Antenna 2 Freq (GHz)	N/A
Std Supply Voltage + 20% (V)	8.6V	Antenna 1 Freq (GHz)	N/A	Antenna 2 Freq (GHz)	N/A

PASS FAIL N/A

**POWER DENSITY** (NHTSA Paragraphs 2.6.5 / 5.6.5)

Mfg Spec (max mW/cm)	< 2	Antenna 1 Power (mW/cm)	.1	Antenna 2 Power (mW/cm)	N/A
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PASS FAIL

**Low Voltage** (NHTSA Paragraphs 2.8 / 5.8)

Mfg Spec (V)	<6.2V	LVA Activates (V)	N/A	LVA De-Activates (V)	N/A
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PASS FAIL N/A

**DOPPLER AUDIO** (NHTSA Paragraphs 2.9.1 / 5.9.1)

Audio Tone Correlates with Received Doppler Signal PASS FAIL N/A Functioning Audio Volume Adjustment Control PASS FAIL N/A

**INTERNAL CIRCUIT** (NHTSA Paragraphs 2.12.4 / 5.12.4) SPEC: PASS PASS FAIL

**DIRECTIONAL** (NHTSA Paragraphs 2.12.6.5 / 5.12.6.5)

Selects Only Target Moving Towards Radar: YES NO N/A

PASS FAIL N/A

Selects Only Target Moving Away From Radar: YES NO N/A

**LOW AND HIGH SPEED DISPLAY TEST** (NHTSA Paragraphs 2.12.7 / 2.12.8 / 5.12.7 / 5.12.8)

Stationary Mode Target Channel (mph)	Low Speed Spec	5	Low Speed Display	5
	High Speed Spec	200	High Speed Display	200
Moving Mode Target Channel (mph)	Low Speed Spec	N/A	Low Speed Display	N/A
	High Speed Spec	N/A	High Speed Display	N/A
Moving Mode Patrol Channel (mph)	Low Speed Spec	N/A	Low Speed Display	N/A
	High Speed Spec	N/A	High Speed Display	N/A

PASS FAIL

**RFI TEST** (NHTSA Paragraphs 2.13 / 5.13) PASS FAIL N/A

Laboratory Comments:

**NHTSA/IACP CERTIFICATION** This Lidar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802

PASS FAIL

Certified By: *Henry Marin Jr.*  
Henry Marin Jr.

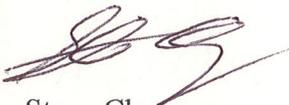
Date: 10/12/21

**Inventory** Fork Cert Manual 2<sup>nd</sup> Antenna Remote Battery Carrying Case Forks 1 2 3 Other (PLEASE LIST): Charger

# CERTIFICATE OF COMPLETION

## THIS IS TO CERTIFY THAT –

1. Ruben Perales of Albert Grover and Associates has successfully completed a Radar /Laser Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the national text “Understanding Police Traffic Radar and Laser” by Les Langford. His instructor is Steve Chauncey, a police officer since 1981 and a California P.O.S.T. certified Radar and Laser Instructor since 1991.
2. Ruben Perales completed the classroom instruction on operation and theory of Radar and Laser/Lidar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
3. Ruben Perales demonstrated competence in test and set-up of the Radar and Laser devices and for making visual speed estimations and identifying erroneous readings in field settings.
4. Ruben Perales of Albert Grover and Associates is hereby certified as having completed a course of instruction for the purposes of Radar/Laser operation for determining car counts and raw data for traffic and engineering surveys as outlined in sections 627 and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD up to and including Revision 09-04 issued June 29, 2009. This certification is awarded on this 10th Day of November, 2009.



Steve Chauncey  
California P.O.S.T. Certified Radar/Laser Instructor

## **APPENDIX D**

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### **Engineering and Traffic Survey Summary Reports Collision Summary Reports**

### CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

Speed (mph)	VEHICLES SURVEYED		Total Vehicles	Pace
	WESTBOUND	EASTBOUND		
75			0	
74			0	
73			0	
72			0	
71			0	
70			0	
69			0	
68			0	
67			0	
66			0	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49	X		1	
48			0	
47	X X		2	
46	X X X X X X X		6	
45	X		1	
44	X X X X	X	5	
43	X X	X X	4	
42	X X X X X X X X	X	8	
41	X X X X X	X X X	8	
40	X X X X		4	
39	X X	X X X X X X X X	10	
38	X X	X X X X X X X X	10	
37	X X X X	X X X X X X X X	11	
36	X X	X X X X X X X X	9	
35	X X X	X X X X X	8	
34	X X X X	X X X X	8	
33	X X X	X	4	
32	X		1	
31	X	X X X	4	
30	X	X	2	
29		X X X	3	
28		X X	2	
27			0	
26			0	
25			0	
24		X	1	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
<b>GRAND TOTAL</b>			<b>112</b>	

**ROADWAY:** Moffett Drive

**LOCATION:** Tustin Ranch Road to Downs Road

---

**DATE:** 9/26/2023      **TIME START:** 9:02      **TIME STOP:** 10:03

**SURVEY ADDRESS:** @ Windrow Road (North Side)

**ROAD CONDITION:** Good

**WEATHER:** Sunny

**ADJACENT LAND USE:** Residential area, vacant lot (north side)

**ROAD GEOMETRICS:** 1 lane each direction, raised median, buffered bike lanes on both sides of street

**CONDITIONS NOT READILY APPARENT:** Horizontal curve limiting sight distance near Windrow Road

**AVERAGE DAILY TRAFFIC:** 3,382      **SEGMENT LENGTH:** 0.52

---

**ACCIDENT HISTORY:** 2 midblock collisions in 2 years (8/1/2021 TO 7/31/2023)

**ACCIDENT RATE:** 1.56 acc/mvm      **EXPECTED RATE:** 1.07 acc/mvm

---

**85TH %:** 42 mph

**50TH %:** 37 mph

**15TH %:** 33 mph

**AVERAGE SPEED:** 38 mph

**10 MPH PACE:** 34 - 43 mph

**% IN PACE:** 71%

**% OVER PACE:** 13%

**% UNDER PACE:** 15%

**Speed Limit Justification:**  
Based on the 85th percentile, the reduced sight distance, and CVC 22357, it is recommended to post the speed limit at 35 mph.



TRAFFIC No. 2838

---

**EXISTING SPEED LIMIT:** 25      **PROPOSED SPEED LIMIT:** 35

---

**OBSERVED BY:** R. Perales

**REVIEWED BY:** R. Perales

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS MANAGER—TRAFFIC/TRANSPORTATION OF THE CITY OF TUSTIN, CALIFORNIA.

**DATE** \_\_\_\_\_

### CITY OF TUSTIN ENGINEERING AND TRAFFIC SURVEY

Speed (mph)	VEHICLES SURVEYED		Total Vehicles	Pace
	WESTBOUND	EASTBOUND		
75			0	
74			0	
73			0	
72			0	
71			0	
70			0	
69			0	
68			0	
67			0	
66			0	
65			0	
64			0	
63			0	
62			0	
61			0	
60			0	
59			0	
58			0	
57			0	
56			0	
55			0	
54			0	
53			0	
52			0	
51			0	
50			0	
49			0	
48	X X X X	X	5	
47	X		1	
46	X X X		3	
45		X X	2	
44	X X	X X	4	
43	X X		2	
42	X X X X	X X X X X X	10	
41	X X X X	X X X X	8	
40	X X X X X X	X X X	9	
39	X X X X X X	X X X	9	
38	X X X X X X X X X X	X X X X	14	P
37	X X	X X X X	6	A
36	X X X	X X X X X X X	10	C
35	X X X X	X X X X X X X	11	E
34	X X	X X X X X	7	
33	X X X	X X X X	7	
32	X X X X	X X X X X	9	
31	X X X X	X X X X	8	
30	X	X X	3	
29	X	X X	3	
28	X	X X	3	
27	X	X X	3	
26		X	1	
25	X		1	
24			0	
23			0	
22			0	
21			0	
20			0	
19			0	
18			0	
17			0	
16			0	
15			0	
<b>GRAND TOTAL</b>			<b>139</b>	

**ROADWAY:** Moffett Drive

**LOCATION:** Downs Road to Harvard Avenue

---

**DATE:** 9/26/2023      **TIME START:** 10:11    **TIME STOP:** 11:15

**SURVEY ADDRESS:** @ West Side Channel Service Road (North Side)

**ROAD CONDITION:** Good

**WEATHER:** Sunny

**ADJACENT LAND USE:** Residential area, narrow bridge crossing channel

**ROAD GEOMETRICS:** 1 lane each direction, raised median, buffered bike lanes on both sides of street

**CONDITIONS NOT READILY APPARENT:** Narrow bridge crossing channel and Peters Canyon Trail

**AVERAGE DAILY TRAFFIC:** 3,044      **SEGMENT LENGTH:** 0.44

---

**ACCIDENT HISTORY:** 0 midblock collisions in 2 years (8/1/2021 TO 7/31/2023)

**ACCIDENT RATE:** 0.00 acc/mvm      **EXPECTED RATE:** 1.07 acc/mvm

---

**85TH %:** 41 mph

**50TH %:** 36 mph

**15TH %:** 31 mph

**AVERAGE SPEED:** 37 mph

**10 MPH PACE:** 33 - 42 mph

**% IN PACE:** 65%

**% OVER PACE:** 12%

**% UNDER PACE:** 22%

REGISTERED PROFESSIONAL ENGINEER

**RUBEN PERALES**

*R.P.*

No. 83169

CIVIL ENGINEER

STATE OF CALIFORNIA

TRAFFIC No. 2838

**Speed Limit Justification:**  
Based on the 85th percentile, the narrow roadway near Peters Canyon Trail, the presence of bicycle lanes, and CVC 22357, it is recommended to post the speed limit at 35 mph.

---

**EXISTING SPEED LIMIT:** 25      **PROPOSED SPEED LIMIT:** 35

---

**OBSERVED BY:** R. Perales

**REVIEWED BY:** R. Perales

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A SPEED ZONE SURVEY AS ON FILE IN THE OFFICE OF THE PUBLIC WORKS MANAGER—TRAFFIC/TRANSPORTATION OF THE CITY OF TUSTIN, CALIFORNIA.

**DATE** \_\_\_\_\_

# **APPENDIX E**

---

## **Field Survey Sheets**

# RADAR SURVEY

ROAD: MOFFETT DRIVE # OF LANES: 1/1 POSTED: SPEED 25  
 LOCATION: TUSTIN RANCH ROAD TO DOWNS ROAD  
 WEATHER: SUNNY ROAD CONDITION: GOOD

DATE: 9/26/2023 Sheet# 1  
 BEGIN: 9:02 END: 10:03  
 OBSERVER: R. PERALES

Direction:							TOTAL	Direction:							TOTAL	
MPH	5	10	15	20	25	30		MPH	5	10	15	20	25	30		
60								60								
59								59								
58								58								
57								57								
56								56								
55								55								
54								54								
53								53								
52								52								
51								51								
50								50								
49	/						1	49								
48	/						2	48								
47	/	/					6	47								
46	/	/	/	/			1	46								
45	/	/	/	/	/		4	45								
44	/	/	/	/	/		2	44	/							1
43	/	/	/	/	/		7	43	/							2
42	/	/	/	/	/		5	42	/							1
41	/	/	/	/	/		4	41	/							3
40	/	/	/	/	/		2	40	/							
39	/	/	/	/	/		2	39	/	/	/	/	/	/	/	8
38	/	/	/	/	/		4	38	/	/	/	/	/	/	/	8
37	/	/	/	/	/		2	37	/	/	/	/	/	/	/	7
36	/	/	/	/	/		3	36	/	/	/	/	/	/	/	7
35	/	/	/	/	/		4	35	/	/	/	/	/	/	/	5
34	/	/	/	/	/		3	34	/	/	/	/	/	/	/	4
33	/	/	/	/	/		1	33	/	/	/	/	/	/	/	1
32	/	/	/	/	/		1	32	/	/	/	/	/	/	/	
31	/	/	/	/	/		1	31	/	/	/	/	/	/	/	3
30	/	/	/	/	/		1	30	/	/	/	/	/	/	/	1
29	/	/	/	/	/			29	/	/	/	/	/	/	/	3
28	/	/	/	/	/			28	/	/	/	/	/	/	/	2
27	/	/	/	/	/			27	/	/	/	/	/	/	/	
26	/	/	/	/	/			26	/	/	/	/	/	/	/	
25	/	/	/	/	/			25	/	/	/	/	/	/	/	
24	/	/	/	/	/			24	/	/	/	/	/	/	/	1
23	/	/	/	/	/			23	/	/	/	/	/	/	/	
22	/	/	/	/	/			22	/	/	/	/	/	/	/	
21	/	/	/	/	/			21	/	/	/	/	/	/	/	
20	/	/	/	/	/			20	/	/	/	/	/	/	/	
19	/	/	/	/	/			19	/	/	/	/	/	/	/	
18	/	/	/	/	/			18	/	/	/	/	/	/	/	
17	/	/	/	/	/			17	/	/	/	/	/	/	/	
16	/	/	/	/	/			16	/	/	/	/	/	/	/	

Facing: N S E W

Median Type: 2 Way L.T. / Raised Med. / Double Yellow C.Line  
 Double Yellow C.Line

Signs: N.P.A.T. / N.S.A.T.  
 School Zone (25 w.c.a.p.): Y / N  
 On-Street Pkng: Y / N  
 Bike Lane: Y / N

Comments: BUFFERED BIKE LANES  
NORTH & SOUTH SIDES.  
RESIDENTIAL (SOUTH SIDE)  
VACANT LOT (NORTH SIDE)

Survey Location: @ WINDROW RD (NORTH SIDE) Other-

33°42'14.41"N, 117°48'48.14"W

# RADAR SURVEY

ROAD: MOFFETT DRIVE # OF LANES: 1/1 POSTED: SPEED 25  
 LOCATION: DOWNNS ROAD TO HARVARD AVENUE  
 WEATHER: SUNNY ROAD CONDITION: GOOD

DATE: 9/26/2023 Sheet# 2  
 BEGIN: 10:11 END: 11:15  
 OBSERVER: R. PERALES

Direction: <u>WESTBOUND</u>							TOTAL	Direction: <u>EASTBOUND</u>							TOTAL
MPH	Vehicles							MPH	Vehicles						
	5	10	15	20	25	30		5	10	15	20	25	30		
60															
59															
58															
57															
56															
55															
54															
53															
52															
51															
50															
49															
48	/	/	/	/			4	/							1
47	/	/	/	/			1								
46	/	/	/	/			3								
45								/	/						2
44	/	/	/	/			2	/	/						2
43	/	/	/	/			2								
42	/	/	/	/	/		4	/	/	/	/	/	/		6
41	/	/	/	/	/		4	/	/	/	/	/	/		4
40	/	/	/	/	/	/	6	/	/	/	/	/	/		3
39	/	/	/	/	/	/	6	/	/	/	/	/	/		3
38	/	/	/	/	/	/	10	/	/	/	/	/	/		4
37	/	/	/	/	/	/	2	/	/	/	/	/	/		4
36	/	/	/	/	/	/	3	/	/	/	/	/	/		7
35	/	/	/	/	/	/	4	/	/	/	/	/	/		7
34	/	/	/	/	/	/	2	/	/	/	/	/	/		5
33	/	/	/	/	/	/	3	/	/	/	/	/	/		4
32	/	/	/	/	/	/	4	/	/	/	/	/	/		5
31	/	/	/	/	/	/	4	/	/	/	/	/	/		4
30	/	/	/	/	/	/	1	/	/	/	/	/	/		2
29	/	/	/	/	/	/	1	/	/	/	/	/	/		2
28	/	/	/	/	/	/	1	/	/	/	/	/	/		2
27	/	/	/	/	/	/	1	/	/	/	/	/	/		2
26	/	/	/	/	/	/		/	/	/	/	/	/		1
25	/	/	/	/	/	/	1								
24															
23															
22															
21															
20															
19															
18															
17															
16															

Facing: N S (E) W

Median Type: 2 Way L.T. (Raised Med.) / Double Yellow C.Lane  
 Double Yellow C.Line  
 Other-

Signs: N.P.A.T. (N.S.A.T.)  
 School Zone (25 w.c.a.p.): Y (N)  
 On-Street Pkng: Y (N)  
 Bike Lane: Y (N)

Comments: BUFFERED BIKE LANES  
NORTH & SOUTH SIDES.  
RESIDENTIAL  
35 MPH EAST OF HARVARD

Survey Location: @ WEST SIDE CHANNEL  
33°42'4.19"N, 117°48'33.55"W SERVICE ROAD

## **APPENDIX F**

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### **Average Daily Traffic Counts**

Thursday, September 21, 2023

CITY: Tustin

PROJECT: SC4216

**ADT1 Moffett Dr between Tustin Ranch Rd and Park Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB	WB		PM Period	EB	WB	
0:00	2	4		12:00	34	23	
0:15	5	0		12:15	26	24	
0:30	2	3		12:30	20	41	
0:45	0	9	0 7	12:45	15	95	45 133
1:00	0	0		13:00	32	61	
1:15	2	1		13:15	50	23	
1:30	2	3		13:30	35	41	
1:45	0	4	0 4	13:45	33	150	30 155
2:00	1	0		14:00	38	35	
2:15	1	0		14:15	34	45	
2:30	3	2		14:30	32	37	
2:45	0	5	1 3	14:45	28	132	50 167
3:00	0	1		15:00	47	35	
3:15	1	2		15:15	40	44	
3:30	2	2		15:30	41	40	
3:45	0	3	1 6	15:45	21	149	47 166
4:00	0	2		16:00	33	33	
4:15	2	2		16:15	38	44	
4:30	0	1		16:30	32	40	
4:45	2	4	2 7	16:45	42	145	45 162
5:00	1	6		17:00	49	46	
5:15	1	0		17:15	65	42	
5:30	2	11		17:30	47	45	
5:45	5	9	6 23	17:45	42	203	54 187
6:00	1	13		18:00	45	40	
6:15	6	10		18:15	46	32	
6:30	6	15		18:30	42	44	
6:45	4	17	19 57	18:45	40	173	39 155
7:00	5	23		19:00	23	31	
7:15	13	39		19:15	49	22	
7:30	22	92		19:30	26	18	
7:45	47	87	114 268	19:45	34	132	24 95
8:00	57	51		20:00	28	23	
8:15	48	56		20:15	31	17	
8:30	43	37		20:30	20	15	
8:45	30	178	46 190	20:45	23	102	13 68
9:00	10	27		21:00	22	8	
9:15	18	32		21:15	21	10	
9:30	14	28		21:30	12	10	
9:45	14	56	27 114	21:45	20	75	6 34
10:00	24	22		22:00	4	4	
10:15	19	23		22:15	8	3	
10:30	11	19		22:30	11	9	
10:45	12	66	27 91	22:45	7	30	2 18
11:00	14	13		23:00	8	3	
11:15	24	29		23:15	5	4	
11:30	19	20		23:30	5	1	
11:45	25	82	17 79	23:45	3	21	1 9
<b>Total Vol.</b>	520	849	<b>1369</b>		1407	1349	<b>2756</b>
					<b>Daily Totals</b>		
					EB	WB	<b>Combined</b>
					1927	2198	<b>4125</b>
					<b>AM</b>		<b>PM</b>
<b>Split %</b>	38.0%	62.0%	<b>33.2%</b>		51.1%	48.9%	<b>66.8%</b>
<b>Peak Hour</b>	7:45	7:30	<b>7:30</b>		16:45	17:00	<b>17:00</b>
<b>Volume</b>	195	313	<b>487</b>		203	187	<b>390</b>
<b>P.H.F.</b>	0.86	0.69	<b>0.76</b>		0.85	0.87	<b>0.91</b>

Thursday, September 21, 2023

CITY: Tustin

PROJECT: SC4216

**ADT2 Moffett Dr between Park Ave and Windrow Rd.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB	WB		PM Period	EB	WB	
0:00	2	2		12:00	25	16	
0:15	2	0		12:15	19	16	
0:30	2	1		12:30	27	31	
0:45	0	6	0 3	12:45	14	85	36 99
1:00	0	0		13:00	26	38	
1:15	3	1		13:15	41	20	
1:30	2	2		13:30	31	32	
1:45	0	5	0 3	13:45	35	133	20 110
2:00	1	0		14:00	27	29	
2:15	4	1		14:15	33	35	
2:30	1	2		14:30	34	30	
2:45	0	6	1 4	14:45	26	120	33 127
3:00	0	0		15:00	44	26	
3:15	0	1		15:15	42	34	
3:30	2	1		15:30	40	35	
3:45	0	2	1 3	15:45	21	147	40 135
4:00	0	2		16:00	34	26	
4:15	1	1		16:15	35	36	
4:30	0	1		16:30	33	31	
4:45	1	2	0 4	16:45	37	139	40 133
5:00	3	4		17:00	42	36	
5:15	0	1		17:15	42	44	
5:30	2	5		17:30	43	34	
5:45	2	7	5 15	17:45	39	166	49 163
6:00	2	6		18:00	35	35	
6:15	8	4		18:15	35	27	
6:30	6	12		18:30	28	18	
6:45	4	20	18 40	18:45	33	131	19 99
7:00	8	11		19:00	22	26	
7:15	8	32		19:15	42	14	
7:30	21	60		19:30	26	18	
7:45	38	75	64 167	19:45	30	120	18 76
8:00	37	31		20:00	22	17	
8:15	39	40		20:15	26	12	
8:30	41	33		20:30	19	8	
8:45	29	146	36 140	20:45	25	92	13 50
9:00	17	18		21:00	20	4	
9:15	16	20		21:15	21	9	
9:30	14	26		21:30	12	6	
9:45	16	63	23 87	21:45	19	72	8 27
10:00	19	23		22:00	4	5	
10:15	18	21		22:15	6	4	
10:30	13	16		22:30	6	4	
10:45	16	66	16 76	22:45	4	20	2 15
11:00	16	12		23:00	8	2	
11:15	30	26		23:15	5	1	
11:30	19	14		23:30	4	1	
11:45	25	90	15 67	23:45	5	22	0 4

**Total Vol.** 488 609 **1097** 1247 1038 **2285**

**Daily Totals**

EB	WB	Combined
1735	1647	<b>3382</b>

**AM**

**PM**

Split %	44.5%	55.5%	<b>32.4%</b>	54.6%	45.4%	<b>67.6%</b>
<b>Peak Hour</b>	7:45	7:30	<b>7:30</b>	17:00	17:00	<b>17:00</b>
<b>Volume</b>	155	195	<b>330</b>	166	163	<b>329</b>
<b>P.H.F.</b>	0.95	0.76	<b>0.81</b>	0.99	0.83	<b>0.93</b>

Thursday, September 21, 2023

CITY: Tustin

PROJECT: SC4216

**ADT3 Moffett Dr between Downs Rd and Meridian Wy-Sonora St.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB	WB		PM Period	EB	WB	
0:00	2	2		12:00	23	14	
0:15	1	0		12:15	19	13	
0:30	2	1		12:30	31	28	
0:45	0	5	0 3	12:45	17	90	24 79
1:00	0	0		13:00	25	21	
1:15	2	1		13:15	20	20	
1:30	2	1		13:30	21	19	
1:45	0	4	0 2	13:45	30	96	15 75
2:00	1	0		14:00	22	26	
2:15	3	1		14:15	29	24	
2:30	0	0		14:30	28	22	
2:45	3	7	1 2	14:45	23	102	24 96
3:00	0	0		15:00	34	30	
3:15	0	1		15:15	32	33	
3:30	0	1		15:30	36	36	
3:45	0	0	1 3	15:45	27	129	45 144
4:00	0	0		16:00	35	27	
4:15	0	1		16:15	24	36	
4:30	1	1		16:30	31	31	
4:45	2	3	0 2	16:45	33	123	44 138
5:00	3	4		17:00	44	37	
5:15	1	0		17:15	45	43	
5:30	1	4		17:30	30	34	
5:45	1	6	3 11	17:45	38	157	42 156
6:00	4	6		18:00	33	41	
6:15	8	3		18:15	32	32	
6:30	6	10		18:30	21	21	
6:45	4	22	15 34	18:45	31	117	20 114
7:00	11	9		19:00	15	23	
7:15	6	23		19:15	39	16	
7:30	24	27		19:30	20	18	
7:45	34	75	37 96	19:45	28	102	16 73
8:00	21	32		20:00	20	11	
8:15	35	35		20:15	15	12	
8:30	36	30		20:30	22	11	
8:45	33	125	30 127	20:45	16	73	10 44
9:00	18	18		21:00	20	7	
9:15	15	18		21:15	16	11	
9:30	14	23		21:30	16	9	
9:45	15	62	20 79	21:45	17	69	7 34
10:00	21	19		22:00	2	5	
10:15	18	20		22:15	6	8	
10:30	21	21		22:30	3	6	
10:45	16	76	13 73	22:45	6	17	2 21
11:00	22	14		23:00	6	4	
11:15	31	20		23:15	5	1	
11:30	16	14		23:30	2	1	
11:45	22	91	14 62	23:45	5	18	1 7

**Total Vol.** 476 494 **970** 1093 981 **2074**

**Daily Totals**

EB	WB	Combined
1569	1475	3044

**AM**

**PM**

Split %	49.1%	50.9%	31.9%	52.7%	47.3%	68.1%
<b>Peak Hour</b>	7:45	7:45	<b>7:45</b>	17:00	17:15	<b>17:00</b>
<b>Volume</b>	126	134	<b>260</b>	157	160	<b>313</b>
<b>P.H.F.</b>	0.88	0.91	<b>0.92</b>	0.83	0.93	<b>0.89</b>

Thursday, September 21, 2023

CITY: Tustin

PROJECT: SC4216

**ADT4 Moffett Dr between Meridian Wy-Sonora St and Harvard Ave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB	WB	PM Period	EB	WB			
0:00	3	2	12:00	16	12			
0:15	1	1	12:15	18	15			
0:30	1	0	12:30	38	20			
0:45	1	6	12:45	13	85	26	73	158
1:00	0	0	13:00	21	25			
1:15	3	1	13:15	20	24			
1:30	2	0	13:30	21	15			
1:45	0	5	13:45	36	98	13	77	175
2:00	0	0	14:00	19	26			
2:15	2	1	14:15	31	37			
2:30	0	0	14:30	26	30			
2:45	2	4	14:45	31	107	24	117	224
3:00	0	0	15:00	36	34			
3:15	0	0	15:15	30	38			
3:30	0	1	15:30	25	44			
3:45	0	0	15:45	27	118	35	151	269
4:00	1	0	16:00	27	27			
4:15	2	1	16:15	32	45			
4:30	1	0	16:30	30	30			
4:45	2	6	16:45	32	121	45	147	268
5:00	2	2	17:00	31	38			
5:15	2	0	17:15	40	57			
5:30	1	1	17:30	30	44			
5:45	2	7	17:45	41	142	40	179	321
6:00	5	5	18:00	29	50			
6:15	11	1	18:15	29	39			
6:30	6	4	18:30	23	27			
6:45	7	29	18:45	29	110	32	148	258
7:00	11	6	19:00	14	28			
7:15	10	8	19:15	29	21			
7:30	25	24	19:30	16	30			
7:45	56	102	19:45	18	77	27	106	183
8:00	42	37	20:00	18	9			
8:15	33	47	20:15	11	14			
8:30	34	33	20:30	15	17			
8:45	31	140	20:45	12	56	12	52	108
9:00	17	21	21:00	16	12			
9:15	16	16	21:15	10	13			
9:30	27	12	21:30	14	11			
9:45	14	74	21:45	7	47	8	44	91
10:00	18	21	22:00	5	5			
10:15	19	18	22:15	5	9			
10:30	19	22	22:30	5	7			
10:45	20	76	22:45	6	21	1	22	43
11:00	20	12	23:00	3	3			
11:15	29	14	23:15	2	0			
11:30	17	12	23:30	3	1			
11:45	16	82	23:45	2	10	1	5	15
<b>Total Vol.</b>	531	419	<b>950</b>	992	1121	<b>2113</b>		
				<b>Daily Totals</b>				
				EB	WB	<b>Combined</b>		
				1523	1540	<b>3063</b>		
<b>AM</b>				<b>PM</b>				
<b>Split %</b>	55.9%	44.1%	<b>31.0%</b>	46.9%	53.1%	<b>69.0%</b>		
<b>Peak Hour</b>	7:45	8:00	<b>7:45</b>	17:00	17:15	<b>17:15</b>		
<b>Volume</b>	165	141	<b>298</b>	142	191	<b>331</b>		
<b>P.H.F.</b>	0.74	0.75	<b>0.93</b>	0.82	0.84	<b>0.85</b>		