Engineering and Traffic Survey
May 22, 2023 (Draft)

Submitted to:

CITY OF EL MONTE California

Prepared by:

INTERWEST
A SAFEbuilt COMPANY

TRAFFIC ENGINEER'S CERTIFICATION

I, Ruth Smith, do hereby certify that this Engineering and Traffic Survey dated May 22, 2023, has been prepared in accordance with procedures established by the State of California and conform to Sections 627, 22352, 22357 and 22358 of the California Vehicle Code (CVC) and Section 2B.13 of the latest edition of the State of California Department of Transportation (Caltrans) *California Manual on Uniform Traffic Control Devices,* in order to establish and update speed limits. This Engineering and Traffic Survey 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. This Engineering and Traffic Survey contains recommended speed limits for thirty-five (35) roadway segments and a recommended 25 mph prima facie speed limit for sixteen (16) roadway segments in the City of El Monte, and was prepared under my supervision and is accurate and complete. I certify that I am experienced in performing surveys of this type and that I am duly registered in the State of California as a Professional Traffic Engineer.

_____ _____

Ruth M. Smith, TE, PTP
Traffic Engineer
RTE 1650, Exp. 9/30/2024

Date

EXECUTIVE SUMMARY

This report summarizes and documents the results of an Engineering and Traffic Survey conducted to update and to establish the speed limits for thirty-five (35) street segments in the City of El Monte. Posted speed limits are established to inform drivers of the safe speed limit and to protect the general public from reckless and unpredictable behavior of irresponsible drivers. Speed limits are not based on the actions of a few drivers.

The California Vehicle Code requires the limits to be established on the basis of an Engineering and Traffic Survey rather than by arbitrary methods. As mandated by State law, the Engineering and Traffic Survey was conducted in compliance with the California Vehicle Code and the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). The California Vehicle Code was recently modified by Assembly Bill 43 (AB 43), which was signed into law in 2021. Parts of AB 43 went into effect on January 1, 2022, other parts took effect on March 10, 2023, when the CA MUTCD was updated to include them, and the sections regarding "safety corridors" will take effect on June 30, 2024.

The primary change that could affect the results of this Engineering and Traffic Survey is the addition of Section 22358.8, which allows a local authority that finds, after completing the Engineering and Traffic Survey, that the recommended speed limit is still more than is reasonable and safe, to, 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 roadway and determined that no additional general purpose lanes have been added to the roadway since the completion of the Engineering and Traffic Survey establishing the prior speed limit.

This Engineering and Traffic Survey includes fifty (50) street segments that were studied in the previous Engineering and Traffic Survey prepared in 2012. It should be noted that the 2012 Engineering and Traffic Survey also included the segment of Rosemead Avenue from the I-10 Freeway to the South City Limit, which is State Highway 164, and, as such, is within the State's jurisdiction. It was not, therefore, included in this Engineering and Traffic Survey. Caltrans updated their Engineering and Traffic Survey for Rosemead Blvd in January 2022, and it is included as Appendix G.

A review of the 50 studied segments found that sixteen (16) qualify for a prima facie speed limit of 25 mph under CVC Section 22352 (b)(1). It should be noted that 25 mph speed limit signs can be placed on streets with 25 mph prima facie speed limits and that the 25 mph prima facie speed limit is enforceable even without the signs. With City staff approval, the sixteen (16) segments were addressed separately in the Engineering and Traffic Survey and, with City Council approval, need not be included in the next Engineering and Traffic Survey. Another segment, Loftus Street between Baldwin Avenue and West City Limit, which has a posted speed limit of 35 mph, was not included in the previous Engineering and Traffic Survey, nor was it included in the City's Municipal Code, making it unenforceable. This segment of Loftus Street was added to the Engineering and Traffic Survey to make it enforceable. As a result of these changes, thirty-five (35) street segments were included in the final version of the Engineering and Traffic Survey and are listed in Section 1.0. The sixteen (16) street segments that are recommended to have prima facie speed limits of 25 mph are also listed in Section

1.0.

In accordance with the rules and procedures provided in the California Vehicle Code and the CA MUTCD, speed surveys, daily traffic volumes and traffic collisions were collected for each segment. Each segment was also driven and video-recorded, to note existing roadway features, adjacent land uses, conditions not obvious to motorists, and the presence of pedestrians and bicycles. Recommended speed limits for the thirty-five street segments were then determined based on these factors. Of the thirty-five segments studied, it is recommended that the current speed limits remain the same on twenty-seven (27) segments and be increased by 5 mph on the following seven (7) segments:

- Asher Street from Santa Anita Avenue to Peck Road – from 30 mph to 35 mph
- Durfee Avenue from Valley Blvd to the South City Limit – from 35 mph to 40 mph
- Exline Street from Whistler Avenue to Gillman Road – from 25 mph to 30 mph
- Peck Rd from Ramona Blvd to the South City Limit – from 35 mph to 40 mph
- Ramona Blvd from Santa Anita Avenue to Valley Blvd – 30 mph to 35 mph
- Tyler Avenue from Santa Anita Avenue to Valley Blvd – 30 mph to 35 mph
- Tyler Avenue from Valley Blvd to the South City Limit – 25 mph to 35 mph

Should the City find that the existing speed limits on one or more of these seven (7) segments should not be increased, CVC Section 22358.8 allows the City Council, by ordinance, to declare that the recommended speed limit for a given segment is more than is reasonable and safe, and thereby maintain the existing speed limit.

The sections of the California Vehicle Code and CA MUTCD regarding speed limits can be found in Appendices A and B, respectively. Table 1 summarizes the spot speed surveys, including the existing speed limits and recommended speed limits. Appendix C provides the Engineering and Traffic Survey Summary sheet for each street segment, which includes the data collected for the segment and the factors used to determine the recommended speed limit. Appendix D provides the Engineering and Traffic Survey Summary sheets for the sixteen (16) segments qualifying for the prima facie 25 mph speed limit.

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SECTION 1.0
INTRODUCTION

The purpose of this report is to document the results of an engineering and traffic survey conducted to update and to establish the speed limits for thirty-five (35) street segments in the City of El Monte. The study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries.

Posted speed limits are established to inform drivers of the safe speed limit and to protect the general public from reckless and unpredictable behavior of irresponsible 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 a 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.

Posted speed limits also provide law enforcement with a clearly understood method of identifying and apprehending violators of the Basic Speed Law (CVC Section 22350), which states: No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property. The posted speed limit gives drivers a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

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

This report contains sufficient information to document that the conditions of the latest edition of the California Vehicle Code (CVC) Section 627 have been satisfied and that other conditions not readily apparent to a motorist are properly identified. To legally use radar for speed enforcement, Section 40802(b) of the CVC requires that limits be established per Sections 22357 and 22358 of the CVC, the limits must be justified by an Engineering and Traffic Survey conducted within five years prior to the date of the alleged violation. Section 40802(c) of the CVC allows cities to extend the survey period up to seven or fourteen years depending on specific criteria. Details of these CVC criteria are provided in Appendix A. CVC Section 627 also requires that the Engineering and Traffic Survey be conducted in accordance with the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD). Details of these CA MUTCD criteria are provided in Appendix B.

In 2012, the City Council approved the update of speed limits on various street segments in El Monte, based on an Engineering and Traffic Survey. Initially, fifty (50) street segments from the 2012 Engineering and Traffic Survey were included in the current Engineering and Traffic Survey. It was determined, however, that sixteen (16) of the segments qualified for a prima facie speed limit of 25 mph (see discussion in Section 3.4), and with City staff's approval, were

not included in the final Engineering and Traffic Survey. One segment, Loftus Street from Baldwin Avenue to the South City Limit, was added to the Engineering and Traffic Survey since it has an existing speed limit of 35 mph, does not qualify for a prima facie 25 mph speed limit, and is not currently enforceable since it was not in the previous Engineering and Traffic Survey. It should be noted that Rosemead Blvd was included in the 2012 Engineering and Traffic Survey, however it was not included in this edition, since it is State Highway 164, and as such, is within the State's jurisdiction. The California State Department of Transportation (Caltrans) updated their Engineering and Traffic Survey for Rosemead Blvd in January 2022, and it is included in this report as Appendix G.

In order to ensure speed limits are appropriate and enforceable, a total of thirty-five (35) of the street segments were identified as requiring a resurvey or were added. Accordingly, this Engineering and Traffic Survey has been prepared in order to update or establish the speed limits for the following street segments:

1. Aerojet Avenue between Telstar Avenue and Flair Dr
2. Arden Drive between Lower Azusa Road and Valley Boulevard
3. Asher Street between Santa Anita Avenue and Peck Road
4. Baldwin Avenue between Lower Azusa Road and Railroad Tracks
5. Baldwin Avenue between Railroad Tracks and the I-10 Freeway
6. Brockway Street between Santa Anita Avenue and Meeker Avenue
7. Durfee Avenue between Ramona Boulevard and Valley Boulevard
8. Durfee Avenue between Valley Boulevard and South City Limit
9. Exline Street between Cogswell Road and Gillman Road
10. Fern Street between West City Limit and Merced Avenue
11. Ferris Road between Ramona Boulevard and Gillman Road
12. Fineview Street between Peck Road and Parkway Drive
13. Garvey Avenue between West City Limit and Peck Road
14. Garvey Avenue between Peck Road and East City Limit
15. Loftus Street between Baldwin Avenue and West City Limit
16. Lower Azusa Road between West City Limit and Santa Anita Ave
17. Lower Azusa Road between Santa Anita Avenue and East City Limit
18. Meeker Avenue between Valley Boulevard and Peck Road
19. Merced Avenue between South City Limit and Towneway Drive
20. Mountain View Avenue between Valley Boulevard and South City Limit
21. Parkway Drive between Denholm Drive and Fineview Street
22. Peck Road between North City Limit and Ramona Boulevard
23. Peck Road between Ramona Boulevard and South City Limit

24. Potrero Avenue between South City Limit and Garvey Avenue
25. Ramona Boulevard between Santa Anita Avenue and Valley Boulevard
26. Ramona Boulevard between Valley Boulevard and East City Limit
27. Santa Anita Avenue between North City Limit and Valley Boulevard
28. Santa Anita Avenue between Valley Boulevard and South City Limit
29. Stewart Street between Ramona Boulevard and Easterly Terminus
30. Telstar Avenue between Rosemead Boulevard and Flair Drive
31. Tyler Avenue between Santa Anita Avenue and Valley Boulevard
32. Tyler Avenue between Valley Boulevard and South City Limit
33. Valley Boulevard between West City Limit and Santa Anita Avenue
34. Valley Boulevard between Santa Anita Avenue and Peck Road
35. Valley Boulevard between Peck Road and East City Limit

Spot speed surveys were taken at the thirty-five (35) locations on the City's network, in conformance with the State law for conducting engineering and traffic surveys, for the purpose of establishing/updating prima facie speed limits. The data was collected in accordance with the latest edition of the CA MUTCD 2014 (rev 7). Sections of the CA MUTCD that contain the regulations for conducting the required "Engineering and Traffic Survey" are presented in Appendix B. Also in Appendix B are definitions of terms used in speed zone surveys. As previously noted, excerpts from the CVC regarding regulations governing speed limits are presented in Appendix A. It should be noted that the excerpts reflect changes and additions to the CVC due to Assembly Bill 43, which took effect on January 1, 2022. The results of the analysis are summarized for each roadway segment in Appendix C. The speed zone radar surveys in Appendix E were conducted by Counts Unlimited, Inc. Certifications for their staff and equipment are provided in Appendix F.

Based on the data and results obtained in this Engineering and Traffic Survey, recommendations have been made to either maintain, increase, or decrease the existing speed limits for the selected thirty-five (35) roadway segments within the City of El Monte. The recommended speed limits are summarized in Table 1 and illustrated on Figure 1.

The sixteen (16) street segments that were determined to qualify for a prima facie speed limit of 25 mph and removed from the Engineering and Traffic Survey are as follows, and illustrated on Figure 1:

- Bryant Road between Tyler Avenue and Peck Road
- Cedar Avenue between Lower Azusa Road and Bryant Road
- Central Avenue between Garvey Avenue and South City Limit
- Cogswell Road between Lower Azusa Road and Lansdale Street
- Cypress Avenue between Ranchito Street and Iris Lane
- Elliott Avenue between Santa Anita Avenue and Mountain View Road

- Elliott Avenue between Mountain View Road and Parkway Drive
- Hemlock Street between Peck Road and Easterly Terminus
- Kerrwood Street between Maxson Road and Durfee Avenue
- Klingerman Street between Tyler Avenue and Parkway Drive
- Lambert Avenue between Tyler Avenue and Peck Road
- Lambert Avenue between Peck Road and Maxson Road
- Lansdale Street between Cogswell Road and Mountain View Road
- Magnolia Avenue between Mountain View Road and Parkway Drive
- Maxson Road between Lower Azusa Avenue and Ramona Boulevard
- Maxson Road between Ramona Boulevard and Exline Street

A more detailed discussion of these removed segments is provided in Section 3.4. Since the data for these segments had already been collected and reviewed, the results are summarized for each segment in Appendix D.

SECTION 2.0
STUDY METHODOLOGY

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

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 a 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.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision history, roadway conditions, traffic characteristics and land use must also be analyzed before determining speed limits.

The engineering and traffic survey involved the three major elements of data collection and analysis, as required by California Vehicle Code (CVC) Section 627 and as outlined in the California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014 Edition, rev 6. The three elements of an Engineering and Traffic Survey, as described in the CVC, are:

1. Prevailing speed as determined by a spot speed survey
2. Collision records
3. Highway, traffic, and roadside conditions not readily apparent to the driver

Spot Speed Survey

Spot speed surveys, performed by a certified radar technician utilizing a calibrated radar gun, were conducted for thirty-five (35) roadway segments to determine existing vehicular travel speeds. A minimum of 100 observations were recorded, 50 for each direction of travel, on all the surveyed street segments. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10 mile per hour pace, median speed and other pertinent data for analysis. The 85th percentile speed is the speed at or below which 85 percent of the traffic is traveling. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions.

Collision Rate

Mid-block traffic collision data for the thirty-five (35) roadway segments was tabulated from the City's collision records as reported to the Statewide Integrated Traffic Records System

(SWITRS) for the period from January 1, 2020 through December 31, 2022 (three years). The collision rate was calculated and considered in recommending the speed limit.

Field Review

The streets were field reviewed to determine/confirm the existing roadway characteristics, condition and placement of signs and markings, adjacent land uses, pedestrian and bicycle activity, and to identify roadway characteristics that are not readily apparent to vehicle drivers.

Analysis

The three elements described above were used to determine the recommended speed limit. The analysis began with the 85th percentile speed from the spot speed survey and was modified, as appropriate, by the collision rate and existing conditions not readily apparent to the driver.

The speed limit is initially established at the nearest 5 mph increment to the 85th percentile speed. It can then be reduced by 5 mph if it meets one of the following two options:

Option 1. CVC Sections 627 and 22358.5 allow the speed limit to be reduced by 5 mph fromthe nearest 5 mph increment of the 85th percentile speed under certain circumstances.

Option 2. For cases where the nearest 5 mph increment would require rounding up, CVC Section 21400(b) allows the speed limit to be rounded down to the nearest 5 mph increment below the 85th percentile speed, however, no further reduction is allowed.

The following examples explain the use of these speed limit criteria:

A. Using Option 1, when the 85th percentile speed is rounded down (i.e. the 85th percentile speed is 37 mph, so the speed limit would be established at 35 mph), the speed limit could be reduced another 5 mph, to 30 mph, if the special conditions are met and justification for using the lower speed limit are documented in the engineering and traffic survey.

B. Using Option 1, when the 85th percentile speed is rounded up (i.e. the 85th percentile speed is 38 mph, so the speed limit would be established at 40 mph), the speed limit could be reduced by 5 mph, to 35 mph, if the special conditions are met and justification for using the lower speed limit are documented in the engineering and traffic survey.

C. Using Option 2, when the 85th percentile speed is rounded up (i.e. the 85th percentile speed is 38 mph and would normally be rounded up to 40 mph), instead of rounding up, the speed limit can be reduced by 5 mph (established at 35 mph), but no further reduction can be applied.

In accordance with the State-imposed speed limit establishment regulation, as defined by CVC Section 627 described in Appendix A, there are several factors that may be considered to justify setting the prima facie speed limit five mph below the rounded 85th percentile speed

under Option 1.

The factors to be considered are highway, traffic, and roadside conditions, specifically including those listed below, however, factors that are readily apparent to motorists are not to be considered.

- Most recent collision record (mid-block)
- Roadway characteristics
- Shoulder condition
- Grade
- Alignment
- Sight Distance
- Roadside development and environment
- Parking practices and pedestrian activity
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and Bicycle safety
- Residential density

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix C. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). Additionally, discussions were held with City staff in making decisions with respect to changing existing speed limits. This allowed for consideration of any special knowledge of the segment. Table 1 shows the surveyed road segments with posted and recommended speed limits. The 2020 - 2022 Collision Survey Analysis in Table 2 lists the street traffic volumes, total number of collisions and calculated collision rate.

Prima Facie Speed Limit of 25 MPH

CVC Section 22352 (b)(1) states that a Prima Facie speed limit of twenty-five miles per hour may be established 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. The California Vehicle Code also defines Business District, Residence District, and Business and Residence District: Determination (see CVC Sections 235, 515 and 240, respectively, in Appendix A). Since it appeared that some of the street segments from the previous Engineering and Traffic Survey might qualify for the 25 mph Prima Facie speed limit, the segments were reviewed to determine if any qualified. The sixteen (16) segments that qualified were removed from the analysis and are recommended to retain their current 25 mph speed limit and not be included in future Engineering and Traffic Surveys unless their characteristics change. They are listed in Section 3.4 of the report.

Speed Limit Signing

All California motorists are required to know the basic 15, 25, and 55 MPH speed laws and are tested on the subject when applying for a driver's license. Consequently, speed limit signs covering these conditions need not be posted on City streets that are not included in an

engineering and traffic study. However, although not required by law, speed limit signs for these situations may be posted on streets that have significant daily vehicular traffic volumes, a by-pass traffic situation, the continued violation of a residential 25 MPH speed zone, or with other applicable warrants.

It is a common policy to recommend the posting of speed limit signs only on streets that have been covered by the City speed limit ordinance or by the warranted situations covered above. The CA MUTCD requires that a speed limit sign be installed at the beginning of a speed zone. Speed limit signs should also be installed at about one-half mile intervals on the City streets which have been speed zoned. Signs are normally installed on the exit side of traffic signal-controlled intersections and the more important intersections where there is high side street vehicle entry. It is important that motorists be given adequate information while not over-signing, which tends to confuse the motorist.

Enforcement issues 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 or resolution 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 3.0
SURVEY RESULTS

3.1 Spot Speed Radar Survey

Spot speed radar surveys were conducted at each street segment to establish a reasonable and effective speed limit based on the premise that the speed limit thus established conforms to the actual behavior of the majority of motorists. The speed limit should normally be established at the five mile per hour increment nearest the 85th percentile speed, as recorded for the surveyed segment. However, engineering judgment and other factors such as collision rates (Section 3.2) and Roadway Segment Field Review (Section 3.3) may indicate the need for further reduction in establishing reasonable and effective speed limits. Table 1 shows the existing speed limit and the 85th percentile speed for each studied segment.

The criteria used to conduct the radar survey are listed in Appendices A and B.

Appendix D contains the Speed Survey Data sheets for each of the thirty-five (35) segments surveyed. The data collected and information calculated for the radar speed survey are as follows:

- Date and time of speed survey
- Posted speed limit
- Weather conditions
- Number of vehicles observed
- Speed of each surveyed vehicle
- 50th percentile speed
- 85th percentile speed
- 10 mph pace speed
- Number of vehicles in pace
- Percent in pace speed
- Percent and number below pace speed
- Percent and number above pace speed

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

Table 1: Segment Spot Speed Summary

No	Street	Between	Roadway Classification	Lanes	Existing Speed Limit (mph)	85th%ile Speed (mph)	Recommended Speed Limit (mph)	Comments[1]
1	Aerojet Ave	Telstar Ave & Flair Dr	Local	2U	30	32	30	85th Percentile speed
2	Arden Dr	Lower Azusa Rd & Valley Blvd	Secondary Arterial	4U	35	41	35	Option 1
3	Asher St	Santa Anita Ave & Peck Rd	Local	2D	30	39	35	Option 2[2]
4	Baldwin Ave	Lower Azusa Rd & Railroad Tracks	Major Arterial	4U	40	46	40	Option 1
5		Railroad Tracks & I-10 Freeway	Major Arterial	4U	35	41	35	Option 1
6	Brockway St	Santa Anita Ave & Meeker Ave	Local	2D	30	37	30	Option 1
7	Durfee Ave	Ramona Bl & Valley Bl	Collector	4U	35	38	35	Option 2
8		Valley Bl & South City Limit	Secondary Arterial	4U	35	44	40	Option 2[2]
9	Exline St	Cogswell Rd & Gillman Rd	Local	2U	25	33	30	Option 2[2]
10	Fern St	West City Limit & Santa Anita Ave	Local	2U	25	32	25	Option 1
11	Ferris Rd	Ramona Blvd & Gillman Rd	Local	2U	25	32	25	Option 1
12	Fineview St	Peck Rd & Parkway Dr	Local	2U	25	28	25	Option 2
13	Garvey Ave	West City Limit & Peck Rd	Major Arterial	4U	35	39	35	Option 2
14		Peck Rd & East City Limit	Major Arterial	4U	35	39	35	Option 2
15	Loftus St	Baldwin Ave & West City Limits.	Local	4U	35	37	35	85th Percentile speed
16	Lower Azusa Rd	West City Limit & Santa Anita Ave	Secondary Arterial	4D	40	40	40	85th percentile speed
17		Santa Anita Ave & East City Limit	Secondary Arterial	4U	35	40	35	Option 2
18	Meeker Ave	Valley Blvd & Peck Rd	Local	2U	25	27	25	85th Percentile speed
19	Merced Ave	South City Limit & Towneway Dr	Collector	4U	35	36	35	85th Percentile speed
20	Mountain View Rd	Valley Blvd & South City Limit	Collector	4U	35	38	35	Option 2
21	Parkway Dr	Denholm Dr & Fineview St	Local	2U	30	29	30	85th Percentile speed
22	Peck Rd	North City Limit & Ramona Blvd	Major Arterial	4D	35	41	35	Option 1
23		Ramona Blvd & South City Limit	Major Arterial	4D	35	43	40	Option 2[2]
24	Potrero Ave	South City Limit & Garvey Ave	Collector	2U	25	31	25	Option 1
25	Ramona Blvd	Santa Anita Ave & Valley Blvd	Primary Arterial	4U	30	39	35	Option 2[2]
26		Valley Blvd & East City Limit	Primary Arterial	4D	35	37	35	85th Percentile speed
27	Santa Anita Ave	North City Limit & Valley Blvd	Major Arterial	4D	40	40	40	85th Percentile speed
28		Valley Blvd & South City Limit	Major Arterial	4U	40	42	40	85th Percentile speed

[1] See Appendix B, 12a, for explanation of Option 1 and Option 2

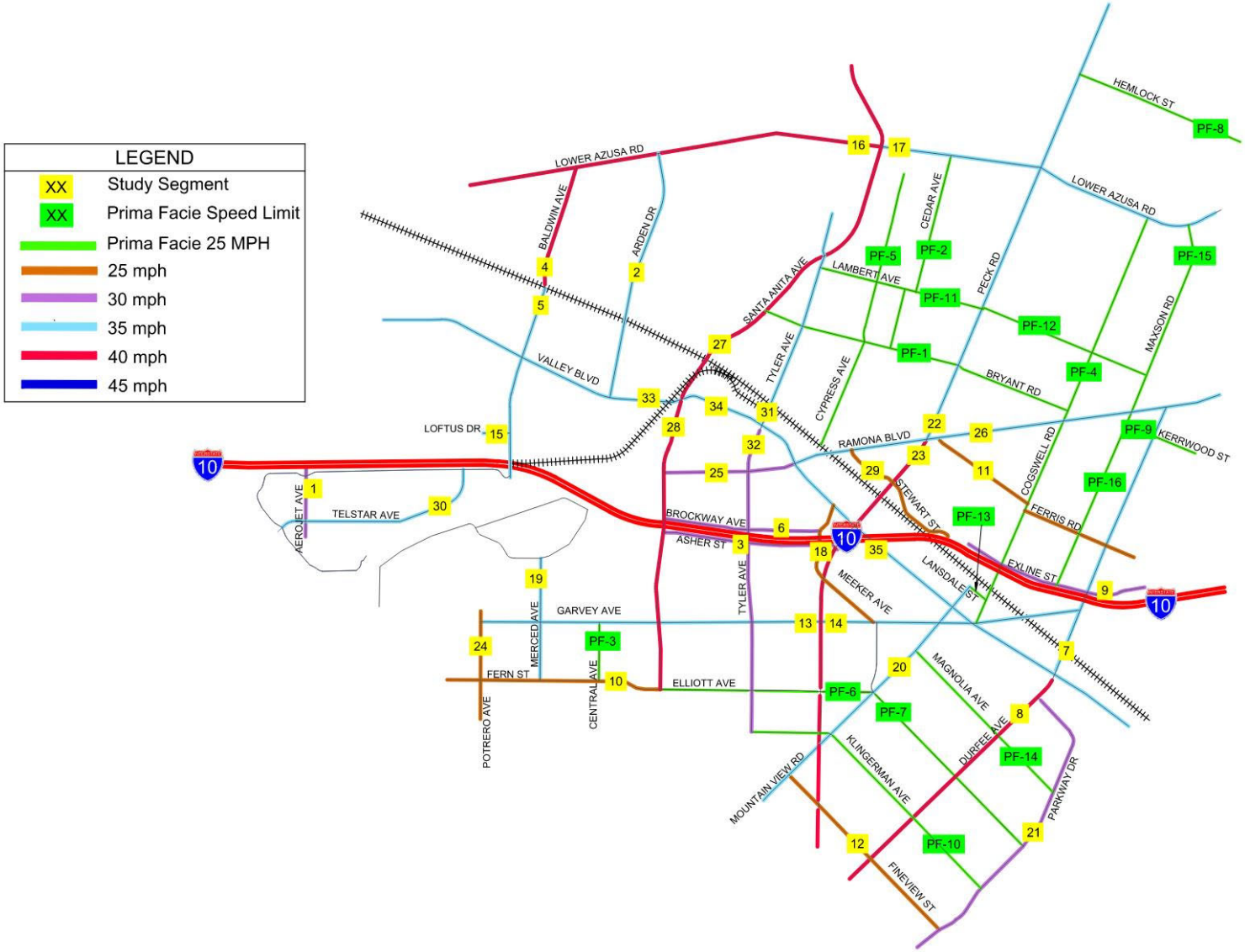
[2] Cannot reduce the speed limit further, to existing speed limit, without City Council action.

Table 1: Segment Spot Speed Summary
(Continued)

No	Street	Between	Roadway Classification	Lanes	Existing Speed Limit (mph)	85th%ile Speed (mph)	Recommended Speed Limit (mph)	Comments[1]
29	Stewart St	Ramona Blvd & Easterly Terminus	Collector	2U	25	32	25	Option 1
30	Telstar Ave	Rosemead Blvd & Flair Dr	Collector	2U	35	39	35	Option 2
31	Tyler Ave	Santa Anita Ave & Valley Blvd	Secondary Arterial	4U	30	41	35	Option 1[2]
32		Valley Blvd & South City Limit	Secondary Arterial/ Collector	2U	25	34	30	Option 2[2]
33	Valley Blvd	West City Limit & Santa Anita Ave	Major Arterial	4U	35	41	35	Option 1
34		Santa Anita Ave & Peck Rd	Major Arterial	4U	35	42	35	Option 1
35		Peck Rd & East City Limit	Major Arterial	4U	35	42	35	Option 1

[1] See Appendix B, 12a, for explanation of Option 1 and Option 2.

Figure 1: Recommended Speed Limits Map



3.2 Collision Rate Analysis

A greater-than-expected collision rate is one of the special conditions under Option 1, allowing the speed limit to be established 5 mph lower than the rounded speed limit. The collision rate is based on mid-block collisions only. It is determined using the equation shown below and is then compared to the statewide average collision rate for similar roadways, found in Collision Data on California State Highways (roads miles, travel, collisions) published by Caltrans every two years. The latest edition, 2020, was used for this 2022 analysis.

The mid-block collision rate for each roadway segment was determined by using the most recent collision records as required by CVC Section 627. Traffic collision data for the roadway segments was collected from the Statewide Integrated Traffic Records System (SWITRS) collision records for the City of El Monte from January 1, 2020 to December 31, 2022 (3 years). Based on this data, the mid-block collision rates were calculated for each roadway segment in terms of "collisions per 1,000,000 vehicle miles of travel."

The collision rates are calculated using the following equation:

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

Where: Number of mid-block collisions over 3 years, 24-hour traffic volume (both directions) in the survey segment and segment length in miles. Rates are shown in Collisions per Million Vehicle Miles (per year) or Col/MVM.

It was then determined if any of the collision rates warranted an additional 5 mph reduction in the rounded 85th percentile speed per Option 1. The collision rates were compared to the statewide average collision rates for similar roadways, shown in Table 2. The comparison collision rates vary from year to year. The 2020 Statewide average rates, which are the most recent rates available, were used for the thirty-five (35) segments studied in the 2022 analysis.

A sample collision rate calculation is shown below.

Example:

Collision rate on: Garvey Ave. between West City Limit and Peck Rd.:

$$\text{Collision Rate} = \frac{38 \times 10^6}{22{,}818 \times 365 \times 1.3 \times 3}$$

$$= \textbf{1.17 collisions per million vehicle miles (Col/MVM)}$$

Table 2: Segment Statewide Average Collision Rates

No	Street	Between	Statewide Average Collision Rate
1	Aerojet Ave	Telstar Ave & Flair Dr	1.68
2	Arden Dr	Lower Azusa Rd & Valley Blvd	0.96
3	Asher St	Santa Anita Ave & Peck Rd	0.94
4	Baldwin Ave	Lower Azusa Rd & Railroad Tracks	0.96
5		Railroad Tracks & I-10 Freeway	0.96
6	Brockway St	Santa Anita Ave & Meeker Ave	0.94
7	Durfee Ave	Ramona Blvd & Valley Blvd	0.96
8		Valley Blvd & South City Limit	0.96
9	Exline St	Cogswell Rd & Gillman Rd	1.68
10	Fern St	West City Limit & Santa Anita Ave	1.68
11	Ferris Rd	Ramona Blvd & Gillman Rd	1.68
12	Fineview St	Peck Rd & Parkway Dr	1.68
13	Garvey Ave	West City Limit & Peck Rd	0.96
14		Peck Rd & East City Limit	0.96
15	Loftus St	Baldwin Ave & West City Limits.	0.96
16	Lower Azusa Rd	West City Limit & Santa Anita Ave	0.96
17		Santa Anita Ave & East City Limit	0.96
18	Meeker Ave	Valley Blvd & Peck Rd	1.68
19	Merced Ave	South City Limit & Towneway Dr	0.96
20	Mountain View Rd	Valley Blvd & South City Limit	0.96
21	Parkway Dr	Denholm Dr & Fineview St	1.68
22	Peck Rd	North City Limit & Ramona Blvd	0.94
23		Ramona Blvd & South City Limit	0.94
24	Potrero Ave	South City Limit & Garvey Ave	1.68
25	Ramona Blvd	Santa Anita Ave & Valley Blvd	0.96
26		Valley Blvd & East City Limit	0.96
27	Santa Anita Ave	North City Limit & Valley Blvd	0.94
28		Valley Blvd & South City Limit	0.96
29	Stewart St	Ramona Blvd & East End	1.68
30	Telstar Ave	Rosemead Blvd & Flair Dr	1.68
31	Tyler Ave	Santa Anita Ave & Valley Blvd	0.96
32		Valley Blvd & South City Limit	0.96
33	Valley Blvd	West City Limit & Santa Anita Ave	0.96
34		Santa Anita Ave & Peck Rd	0.96
35		Peck Rd & East City Limit	0.96

The results of the collision rate calculations are shown in Table 3 and in the Engineering and Traffic Survey Summary sheets (Appendix C). Table 3 summarizes the collision rate analysis, and includes the factors used to calculate the collision rate for each segment. It also indicates if each segment's collision rate is greater than the statewide average rate for similar roadways, which would allow the collision rate to be used as a factor in reducing the speed limit by 5 mph

based on Option 1.

Five (5) of the thirty-five (35) segments had calculated roadway segment collision rates that were greater than the statewide average, indicating that these segments qualified for the additional 5 mph reduction allowed in Option 1.

3.3 Roadway Segment Field Review

Section 2B.13 of the CA MUTCD 2014, "Speed Limit Signs" states that the speed limit should be established at the nearest five mile per hour increment 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 reduction in speed, as allowed under Option 1. Whenever such factors are considered to establish the speed limit, they should be documented on the speed survey or in the accompanying engineering report.

Each roadway segment was driven and video-recorded while "embedded" in prevailing traffic and assessed by an Engineer-In-Training, under the supervision of a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver (lack of sidewalks/bike lanes, driveways with limited sight distance, clustered driveways, heavy truck activity, etc.), type of land use adjoining the street (commercial, residential, school zone, parks, etc.) and type of roadway (divided, undivided, number of lanes, on-street parking etc.) were recorded as part of the study. The roadway characteristics recorded were used to determine if any physical conditions warranted consideration of an additional five mile per hour reduction of the recommended speed limit in accordance with CVC Section 627.

The results of the roadway segment field review for each segment are indicated on the Engineering and Traffic Survey Summary sheets in Appendix C.

- Average Daily Traffic Volume
- Collision History
- Collision Rate
- Road Description, including on-street parking and unusual lane configurations
- Lack of Sidewalks and Bike Lanes
- Pedestrian, Bicycle and Truck activity
- Driveways with limited sight distance or clustered driveways
- Nearby schools and parks
- Adjacent land uses

Table 3: Collision Analysis

No	Street	Between	Segment Length (miles)	Segment Length (feet)	Average Daily Traffic (ADT) (vehs/day)	Midblock Collisions[1] (3 yr total)	Collision Rate (Col/MVM)[2]	Statewide Collision Rate	Segment Rate More Than Statewide Rate?
1	Aerojet Ave	Telstar Ave & Flair Dr	0.18	972	5,295	0	0.00	1.68	No
2	Arden Dr	Lower Azusa Rd & Valley Blvd	1.06	5,584	10,279	7	0.59	0.96	No
3	Asher St	Santa Anita Ave & Peck Rd	0.65	3,429	1,306	0	0.00	0.94	No
4	Baldwin Ave	Lower Azusa Rd & Railroad Tracks	0.46	2,429	25,331	6	0.47	0.96	No
5		Railroad Tracks & I-10 Freeway	0.89	4,714	29,306	14	0.49	0.96	No
6	Brockway St	Santa Anita Ave & Meeker Ave	0.65	3,442	2,220	1	0.63	0.94	No
7	Durfee Ave	Ramona Blvd & Valley Blvd	1.21	6,396	9,145	5	0.41	0.96	No
8		Valley Blvd & South City Limit	1.22	6,458	23,367	22	0.70	0.96	No
9	Exline St	Whistler Ave & Gillman Rd	0.62	3,259	3,716	1	0.40	1.68	No
10	Fern St	West City Limit & Santa Anita Ave	0.73	3,857	1,823	1	0.69	1.68	No
11	Ferris Rd	Ramona Blvd & Gillman Rd	1.00	5,286	2,413	0	0.00	1.68	No
12	Fineview St	Peck Rd & Parkway Dr	0.62	3,286	2,547	2	1.16	1.68	No
13	Garvey Ave	West City Limit & Peck Rd	1.30	6,857	22,818	38	1.17	0.96	**Yes**
14		Peck Rd & East City Limit	1.08	5,714	17,188	19	0.93	0.96	No
15	Loftus St	Baldwin Ave & West City Limit	0.11	600	12,932	1	0.64	0.96	No
16	Lower Azusa Rd	West City Limit & Santa	1.49	7,857	24,005	8	0.20	0.96	No
17		Santa Anita Ave & East City Limit	1.62	8,571	27,979	16	0.32	0.96	No
18	Meeker Ave	Valley Blvd & Peck Rd	0.32	1,714	7,325	0	0.00	1.68	No
19	Merced Ave	South City Limit & Towneway Dr	0.49	2,571	7,699	4	0.97	0.96	**Yes**
20	Mountain View Rd	Valley Blvd & South City Limit	0.78	4,143	7,887	9	1.34	0.96	**Yes**
21	Parkway Dr	Denholm Dr & Fineview St	1.06	5,571	1,224	1	0.70	1.68	No
22	Peck Rd	North City Limit & Ramona Blvd	1.84	9,714	27,502	29	0.52	0.94	No
23		Ramona Blvd & South City Limit	1.41	7,429	21,975	21	0.62	0.94	No
24	Potrero Ave	South City Limit & Garvey Ave	0.27	1,429	4,254	4	3.18	1.68	**Yes**
25	Ramona Blvd	Santa Anita Ave & Valley Blvd	0.54	2,857	9,274	0	0.00	0.96	No
26		Valley Blvd & East City Limit	1.81	9,555	13,406	18	0.68	0.96	No
27	Santa Anita Ave	North City Limit & Valley Blvd	1.49	7,857	23,699	11	0.28	0.94	No
28		Valley Blvd & South City Limit	1.16	6,143	23,264	22	0.74	0.96	No
29	Stewart St	Ramona Blvd & East End	0.60	3,143	1,413	3	3.23	1.68	**Yes**
30	Telstar Ave	Rosemead Blvd & Flair Dr	0.91	4,794	10,688	1	0.09	1.68	No

Table 3: Collision Analysis
(Continued)

No	Street	Between	Segment Length (miles)	Segment Length (feet)	Average DailyTraffic (ADT) (vehs/day)	Midblock Collisions[1] (3 yr total)	Collision Rate (Col/MVM)[2]	Statewide Collision Rate	Segment Rate More Than Statewide Rate?
31	Tyler Ave	Santa Anita Ave & Valley Blvd	0.68	3,571	10,415	3	0.39	0.96	No
32		Valley Blvd & South City Limit	1.30	6,868	8,636	8	0.65	0.96	No
33	Valley Blvd	West City Limit & Santa Anita Ave	1.22	6,429	28,279	17	0.45	0.96	No
34		Santa Anita Ave & Peck Rd	0.92	4,857	19,030	18	0.94	0.96	No
35		Peck Rd & East City Limit	1.22	6,429	27,986	20	0.53	0.96	No

[1] Number of speed-related mid-block traffic collisions during most recently available 3-year period
[2] Col/MVM = Collisions (Accidents) per Million Vehicle Miles per year; An actual rate greater than state average rate indicates condition that may allow a lower speed limit.

3.4 25 MPH Prima Facie Speed Limit

While preparing the Engineering and Traffic Survey, it appeared that several street segments included in the previous Engineering and Traffic Survey might qualify for the 25 mph Prima Facie speed limit, and the segments were reviewed to determine if any did. These segments are currently posted at 25 mph, however, the speed limits for many of them would normally be increased to 30 mph. Using the requirements noted in CVC Section 22352 (b)(1), it was determined that sixteen (16) of the segments do qualify for the 25 mph Prima Facie speed limit (see Table 4). With City staff concurrence, these segments were removed from the analysis updating speed limits. With City Council approval, the segments can be designated as having a 25 mph prima facie speed limit and do not need to be studied in future Engineering and Traffic Surveys unless a change in their roadway characteristics no longer qualifies them for the Prima Facie speed limit. The traffic data and analysis for these 16 segments is provided in the Engineering and Traffic Survey Summary sheets in Appendix D.

The 25 mph Prima Facie speed limit may be posted for clarification or emphasis, but it is not required. The speed limit is enforceable without signs.

Should the City Council decide to maintain the 16 segments as part of the Engineering and Traffic Survey, the recommended speed limits for 12 of them would increase to 30 mph, as noted in the Engineering and Traffic Survey Summary sheets in Appendix D.

Table 4: Roadway Segments Qualifying for the 25 MPH Prima Facie Speed Limit

No.	Street	Between
PF-1	Bryant Avenue	Tyler Avenue and Peck Road
PF-2	Cedar Avenue	Lower Azusa Road and Bryant Road
PF-3	Central Avenue	Garvey Avenue and South City Limit
PF-4	Cogswell Avenue	Lower Azusa Road and Lansdale Street
PF-5	Cypress Avenue	Ranchito Street and Iris Lane
PF-6	Elliott Avenue	Santa Anita Avenue and Mountain View Road
PF-7	Elliott Avenue	Mountain View Road and Parkway Drive
PF-8	Hemlock Street	Peck Road and Easterly Terminus
PF-9	Kerrwood Street	Maxson Road and Durfee Avenue
PF-10	Klingerman Street	Tyler Avenue and Parkway Drive
PF-11	Lambert Avenue	Tyler Avenue and Peck Road
PF-12	Lambert Avenue	Peck Road and Maxson Road
PF-13	Lansdale Street	Cogswell Road and Mountain View Road
PF-14	Magnolia Avenue	Mountain View Road and Parkway Drive
PF-15	Maxson Road	Lower Azusa Road and Ramona Blvd
PF-16	Maxson Road	Ramona Blvd and Exline Street

SECTION 4.0
SUMMARY AND RECOMMENDATIONS

The results of the Engineering and Traffic Survey of thirty-five (35) roadway segments in the City of El Monte are summarized below.

1. The radar survey and the raw data collection were conducted per CVC Section 627 and California Manual on Uniform Traffic Control Devices, 2014, rev 7, Section 2B.13.
2. Radar speed surveys for the thirty-five (35) roadway segments were collected in December 2022. The daily traffic count data for the roadway segments were collected in December 2022 and in January 2023. Care was taken to ensure that the data was collected when school was in session.
3. Overall, bicycle and pedestrian mid-block collision frequency was low.
4. The recommended speed limits are provided in Table 1 and illustrated on Figure 1.

Based on the Engineering and Traffic Survey, it is recommended that the existing speed limits on the thirty-five (35) studied roadway segments in the City of El Monte remain unchanged except for the seven (7) roadway segments listed in Table 5. It is recommended that speed limits be increased on seven (7) roadway segments. Each segment with a recommended increase in speed limit is discussed in the paragraphs following Table 5.

Table 5: Roadway Segments with Recommended Changes to Speed Limit

No.	Street	Between	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
3	Asher Street	Santa Anita Avenue and Peck Road	30 MPH	35 MPH	Increase Speed Limit 5 mph (Option 2)
8	Durfee Avenue	Valley Blvd and South City Limit	35 MPH	40 MPH	Increase Speed Limit 5 mph (Option 2)
9	Exline Street	Whistler Avenue and Gillman Road	25 MPH	30 MPH	Increase Speed Limit 5 mph (Option 2)
23	Peck Road	Ramona Blvd and South City Limit	35 MPH	40 MPH	Increase Speed Limit 5 mph (Option 2)
25	Ramona Blvd	Santa Anita Avenue and Valley Blvd	35 MPH	40 MPH	Increase Speed Limit 5 mph (Option 2)

Table 5: Roadway Segments with Recommended Changes to Speed Limit
(Continued)

No.	Street	Between	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
31	Tyler Avenue	Santa Anita Avenue and Valley Blvd	30 MPH	35 MPH	Increase Speed Limit 5 mph (Option 1)
32	Tyler Avenue	Valley Blvd and South City Limit	25 MPH	30 MPH	Increase Speed Limit 5 mph (Option 2)

Asher Street between Santa Anita Avenue and Peck Road

This one-way eastbound segment parallels the I-10 Freeway on the south side and provides access to the I-10 Freeway. It is a 2-lane street with single family residential on the south side. The existing speed limit is 30 mph and the recommended speed limit is 35 mph. Based on the 85th percentile speed of 39 mph, the California Vehicle Code does not allow the speed limit to be recommended below 35 mph.

New CVC Section 22358.8 allows the City Council to retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions. This segment meets those conditions since the current speed limit was established with an engineering and traffic survey and the registered engineer preparing this engineering and traffic survey 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.

Durfee Avenue between Valley Blvd and the South City Limit

This segment is 4-lane secondary arterial has a two-way left turn lane and bike lanes, and serves retail and commercial land uses. The existing speed limit is 35 mph and the recommended speed limit is 40 mph. Based on the 85th percentile speed of 44 mph, the California Vehicle Code does not allow the speed limit to be recommended below 40 mph.

New CVC Section 22358.8 allows the City Council to retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions. This segment meets those conditions since the current speed limit was established with an engineering and traffic survey and the registered engineer preparing this engineering and traffic survey 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.

Exline Street between Whistler Avenue and Gillman Road

This segment is 2-lane local street that parallels the I-10 Freeway on the north side. It does not, however, provide access to the I-10 Freeway. It serves single family and multi-family homes, as well as two elementary schools, all on the north side. There is a raised midblock crosswalk west of Maxson Rd. The existing speed limit is 25 mph and the recommended speed limit is 30 mph. Based on the 85th percentile speed of 33 mph, the California Vehicle Code does not allow the speed limit to be recommended below 30 mph.

New CVC Section 22358.8 allows the City Council to retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions. This segment meets those conditions since the current speed limit was established with an engineering and traffic survey and the registered engineer preparing this engineering and traffic survey 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.

Peck Road between Ramona Blvd and the South City Limit

This segment is a major arterial that is primarily 4 lanes with a two-way left turn lane, however, it has 4-lane divided and 6-lane divided sections. The adjacent land uses vary from retail and commercial to residential. The existing speed limit is 35 mph and the recommended speed limit is 40 mph. Based on the 85th percentile speed of 43 mph, the California Vehicle Code does not allow the speed limit to be recommended below 40 mph. The adjacent segment of Peck Road, from the North City Limit to Ramona Blvd is recommended to have a speed limit of 35 mph. At the south end, Peck Road becomes Rush Street, in the City of South El Monte, with a speed limit of 35 mph.

New CVC Section 22358.8 allows the City Council to retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions. This segment meets those conditions since the current speed limit was established with an engineering and traffic survey and the registered engineer preparing this engineering and traffic survey 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.

Ramona Blvd between Santa Anita Avenue and Valley Blvd

This segment is a primary arterial that is mostly 4-lanes with a two-way left turn lane, having raised medians at each end. The adjacent land uses vary from retail and commercial to residential and institutional. The existing speed limit is 30 mph and the recommended speed limit is 35 mph. Based on the 85th percentile speed of 39 mph, the California Vehicle Code does not allow the speed limit to be recommended below 35 mph. The adjacent segment of Ramona Blvd, from Valley Blvd to the East City Limit is recommended to retain its current speed limit of 35 mph.

New CVC Section 22358.8 allows the City Council to retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain

conditions. This segment meets those conditions since the current speed limit was established with an engineering and traffic survey and the registered engineer preparing this engineering and traffic survey 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.

Tyler Avenue between Santa Anita Avenue and Valley Blvd

This segment is 4-lane secondary arterial that serves retail, commercial and residential land uses. The existing speed limit is 30 mph and the recommended speed limit is 35 mph. Based on the 85th percentile speed of 41 mph, the California Vehicle Code does not allow the speed limit to be recommended below 35 mph.

New CVC Section 22358.8 allows the City Council to retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions. This segment meets those conditions since the current speed limit was established with an engineering and traffic survey and the registered engineer preparing this engineering and traffic survey 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.

Tyler Avenue between Valley Blvd and the South City Limit

This segment is 2-lane secondary arterial / collector with a two-way left turn lane and bike lanes, except for a 4-lane section with Sharrows in the curb lanes and another 4-lane section with bike lanes. The adjacent land use varies from retail and commercial to residential land uses. The existing speed limit is 25 mph, although one section is posted 35 mph, apparently in error, and the recommended speed limit is 30 mph. Based on the 85th percentile speed of 34 mph, the California Vehicle Code does not allow the speed limit to be recommended below 30 mph. The segment to the north has an existing speed limit of 30 mph with a recommended speed limit of 35 mph. At the south end, the segment continues in the City of South El Monte, with a speed limit of 35 mph.

New CVC Section 22358.8 allows the City Council to retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions. This segment meets those conditions since the current speed limit was established with an engineering and traffic survey and the registered engineer preparing this engineering and traffic survey 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.

APPENDIX A

Regulations Governing Speed Limits
(Excerpts from the California Vehicle Code)

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 mph limit in business and residential districts; the 15 mph limit in alleys, at blind intersections and blind railroad grade crossings; and a part-time 25 mph limit in school zones when children are going to and from school.

Intermediate speed limits between 25 and 65 mph may be established by local authorities based on engineering and traffic surveys. Such surveys include the analysis of roadway conditions, collision 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 an engineering and traffic survey 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 CALIFORNIA VEHICLE CODE SECTIONS

Provided below are the sections of the California Vehicle Code that are applicable to engineering and traffic surveys on locally controlled roadways. The California Vehicle Code was recently modified by Assembly Bill 43 (AB 43), which was signed into law in 2021. The CVC sections noted below reflect AB 43.

Prima Facie Speed Limits

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.

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 speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

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

22357.1. Notwithstanding Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 mile per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

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, 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.

Downward Speed Zoning

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.

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.

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.

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.

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.

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.

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.

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.

22360. (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 a highway other than a state highway for a distance of not exceeding 2,000 feet in length between

districts, either business or residence, the local authority may determine and declare a reasonable and safe prima facie limit thereon lower than 65 miles per hour, but not less than 25 miles per hour, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street or highway.

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

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

40802. (a) A "speed trap" is either of the following (Effective January 1, 2022):

(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.

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 involvingthe 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 subdivision (b) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to 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 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 subdivision (b) 40802.

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

Prevailing speeds as determined by traffic engineering measurements.

Accident records.

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.

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.

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 thereonis 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.

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.

Maximum Speed Limit

22349. Except as provided in Section 22356, no person shall drive a vehicle upon a highway at a speed greater than 65 miles per hour.

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 inviolation 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 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.

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.

APPENDIX B

Speed Zoning Regulations from Caltrans California *Manual on Uniform Traffic Control Devices* And Definitions of Terms

California Manual on Uniform Traffic Control Devices
(Regarding Speed Limits)

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.

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 10 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 85th-percentile speed of free-flowing traffic.~~

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below.**

Option:

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

Standard:

12b **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.**

Support:

12c The following examples are provided to explain the application of these speed limit criteria:

Example 1. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 2. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 3. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35mph, the speed limit can be established at 30mph, but no further reductions can be applied (which is allowed in the two examples above).

Standard:

12d **Examples 1 and 2 for establishing posted speed limits shall apply to engineering and traffic surveys (E&TS) performed on or after July 1, 2009 in accordance with the Department's Traffic Operations Policy Directive Number 09-04 dated June 29, 2009.**

Option:

12e After January 1, 2012, Example 3 may be used to establish speed limits. Refer to CVC 21400(f).

Support:

12f Any existing E&TS that was performed before July 1, 2009 in accordance with previous traffic control device standards is not required to comply with the new criteria until it is due for reevaluation per the 5, 7 or 10 year criteria.

13 *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 85th-percentile speed.*

Support:

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

Guidance:

15 *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:

16 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.

17 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.

18 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.

19 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:

20 *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:

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary TrafficControl 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.

22 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.

23 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:

CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

24 **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by the department, 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:

25 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.

26 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 mile 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:

27 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:

28 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 mile, 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 mile 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 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.

B. Pedestrian and bicyclist safety.

29 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 Department of Transportation's 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 85th 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.

30 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.

Guidance:

31 The factors justifying a reduction below the 85th percentile speed for the posted speed limit are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.

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

33 Generally, the most decisive evidence of conditions not readily apparent to the driver surface in collision histories.

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

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

Option:

36 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 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

37 Speed zones of less than 0.5 mile and short transition zones should be avoided.

Signs

Standard:

38 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.

39 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.

40 The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.

Guidance:

41 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:

42 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.

43 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:

44 Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

45 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:

46 **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.**

47 **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

48 **The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

Option:

49 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:

50 **Speed limit signs shall be placed at the beginning of all restricted speed zones.**

Option:

51 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:

52 **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**.

53 **Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by the Department of Transportation, 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.**

54 **Freeway segments where a 55 mph speed limit has been approved by the Department of Transportation, 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.*

55 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:

56 Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

Standard:

57 **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:

58 *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:

59 **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:

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

Standard:

61 **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.**

62 **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.**

63 **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:

64 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:

65 *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:

66 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:

67 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:

68 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:

69 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:

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

Guidance:

71 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:

72 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:

73 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:

74 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:

75 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.

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

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

Support:

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

79 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:

80 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:

81 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:

82 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:

83 Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

84 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:

85 Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

86 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:

87 Delegation of legal authority to set speed limits on State highways is given to Department of Transportation's 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 the Department of Transportation retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

Standard:

88 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:

89 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:

90 The following speed limits may apply:

- Whenever the Department of Transportation 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.
- The Department 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:

91 The following speed limits may apply:

- Whenever the Department of Transportation 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, the Department 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:

92 Refer to CVC 40802 for Speed Traps.

Standard:

93 A speed trap shall not apply to a local street, road, or school zone.

94 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.

95 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.**

96 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:

97 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:

98 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:

99 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:

100 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:

101 Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.

Standard:

102 If warranted, the Department of Transportation's District Director shall issue a standard speed zone order.

Support:

103 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:

104 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:

105 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:

106 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:

107 Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

Definitions of Selected Terms Used in the CA MUTCD

Text Headings

Standard—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb “shall” is typically used. The verbs “should” and “may” are not used in Standard statements. Standard statements are sometimes modified by Options.

Guidance—a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation tobe appropriate. All Guidance statements are labeled, and the text appears in non-bolded type.The verb “should” is typically used. The verbs “shall” and “may” are not used in Guidance statements. Guidance statements are sometimes modified by Options.

Option—a statement of practice that is a permissive condition and carries no requirement or recommendation. Option statements sometime contain allowable modifications to a Standard or Guidance statement. All Option statements are labeled, and the text appears in non-bolded type. The verb “may” is typically used. The verbs “shall” and “should” are not used in Option statements.

Support—an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in non-bolded type. The verbs “shall,” “should,” and “may” are not used in Support statements.

Words and Phrases

Speed—speed is defined based on the following classifications:

(a) ***Average Speed***—the summation of the instantaneous or spot-measured speeds at a specific location of vehicles divided by the number of vehicles observed.

(b) ***Design Speed***—a selected speed used to determine the various geometric designfeatures of a roadway.

(c) ***85th-Percentile Speed***—the speed at or below which 85 percent of the motor vehicles travel.

(d) ***Operating Speed***—a speed at which a typical vehicle or the overall traffic operates. Operating speed might be defined with speed values such as the average, pace, or 85th-percentile speeds.

(e) ***Pace***—the 10 mph speed range representing the speeds of the largest percentage of vehicles in the traffic stream.

Speed Limit—the maximum (or minimum) speed applicable to a section of highway as established by law or regulation.

Posted Speed Limit—a speed limit determined by law or regulation and displayed on SpeedLimit signs.

Speed Zone—a section of highway with a speed limit that is established by law or regulation,but which might be different from a legislatively specified statutory speed limit.

Statutory Speed Limit—a speed limit established by legislative action that typically is applicable for a particular class of highways with specified design, functional, jurisdictionaland/or location characteristics and that is not necessarily displayed on Speed Limit signs.

Average Daily Traffic (ADT)—the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

Bicycle Lane—a portion of a roadway that has been designated for preferential or exclusiveuse by bicyclists by pavement markings and, if used, signs. See Class II Bikeway.

Business District - 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 districtmay be longer than the distances specified in this section if the above ratio of buildings in usefor business to the length of the highway exists. Refer to CVC 235.
CVC – California Vehicle Code.

Class II Bikeway (such as a Bike Lane) – Provides a restricted right-of-way designated forthe exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motoristspermitted. Refer to California Streets and Highways Code Section 890.4. Refer to Caltrans' Highway Design Manual Index 1003.2 for design criteria.

Divided Highway – A highway with separated roadbeds for traffic in opposing directions.

Engineer – a person registered under California Professional Engineers Act as a professional engineer, including any of the branches thereof. Refer to California Business and Professions Code Section 6706. 63b. Engineering and Traffic Survey – Refer to CVC 627.

Engineering Judgment—the evaluation of available pertinent information, and the applicationof appropriate principles, experience, education, discretion, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be

exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentationof engineering judgment is not required.

Engineering Study—the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, engineering judgment, experience, education, discretion, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

Median—the area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median widthmight be different between intersections, interchanges, and at opposite approaches of the same intersection.

Multi-Lane—more than one lane moving in the same direction. A multi-lane street, highway, or roadway has a basic cross-section comprised of two or more through lanes in one or both directions. A multi-lane approach has two or more lanes moving toward the intersection, including turning lanes.

Pedestrian—a person on foot, in a wheelchair, on skates, or on a skateboard. As per CVC 467, (a) A "pedestrian" is a person who is afoot or who is using any of the following: (1) A means of conveyance propelled by human power other than a bicycle. (2) An electric personal assistive mobility device. (b) "Pedestrian" includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, isotherwise unable to move about as a pedestrian, as specified in subdivision(a).

Pedestrian Facilities—a general term denoting improvements and provisions made to accommodate or encourage walking.

Roadway—that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles. In the event a highway includes two or more separate roadways, the term roadway as used in this Manual shall refer to any such roadway separately, but not to all such roadwayscollectively. Refer to CVC 527.

Shared-Use Path (Class I Bikeway) —a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. Refer to the Caltrans' Highway Design Manual Index 1003.1 for design criteria.

Shoulder – The portion of the highway contiguous with the roadway for accommodations of pedestrians, bicyclists, stopped vehicles, for emergency use, and for lateral support of baseand surface courses.

Sidewalk—that portion of a street between the curb line, or the lateral line of a roadway, andthe adjacent property line or on easements of private property that is paved or improved andintended for use by pedestrians. As per CVC 555, "Sidewalk" is that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel.

Traffic Control Device—a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel (see definition of private road open to public travel), pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel (see definition of private road open to public travel), by authority ofthe private owner or private official having jurisdiction.

APPENDIX C

Engineering and Traffic Survey Summary Sheets

City of El Monte

Engineering & Traffic Survey Summary

Street:	**AEROJET AVE**	Segment No.:	**1**
Between:	**TELSTAR AVE & FLAIR DR**		
Direction of Travel:	North / South	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	5,295
Length of Segment (feet):	972
Length of Segment (miles):	0.18
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	32 mph
10 mph Pace:	23 - 32 mph
Posted Speed Limit:	30 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	0		
Actual Collision Rate (Cols/MVM):	0.00	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

No striping. Limited on-street parking on east side and no on-street parking on west side. No street lighting. Commerical driveways on both sides. Sidewalks on both sides.

Roadway Geometrics:

2-Lane Undivided

Comments:

Recommended speed limit based on 85th percentile speed.

Adjacent Land Use:	Commercial

Recommendation

Recommended Speed Limit:	**30 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**ARDEN DR**	Segment No.:	**2**
Between:	**LOWER AZUSA RD & VALLEY BLVD**		
Direction of Travel:	North / South	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	10,279
Length of Segment (feet):	5,584
Length of Segment (miles):	1.06
Lane Configuration:	2 Lanes Each Direction
Street Classification:	Secondary Arterial

Speed Survey Data

85th Percentile:	41 mph
10 mph Pace:	32 - 41 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	6		
Actual Collision Rate (Cols/MVM):	0.5	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking restrictions vary throughout segment. Railroad crossing. Sidewalks on both sides. Uncontrolled pedestrian crossing at Gidley St. Street lighting on west side. Residential and commercial driveways on both sides.

Roadway Geometrics:

4-Lane Undivided, with 2-way left turn lane between the RR tracks and Valley Blvd. Horizontal curve at Arden Way.

Comments:

Recommended speed limit based on Option 1, due to pedestrian/bicycle safety.
Arden Drive continues into the City of Temple City north of Lower Azusa Rd, where the posted speed limit is 30 mph.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**ASHER ST**	Segment No.:	**3**
Between:	**SANTA ANITA AVE & PECK RD**		
Direction of Travel:	East	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	1,306
Length of Segment (feet):	3,429
Length of Segment (miles):	0.65
Lane Configuration:	2 Lanes, One-Way Eastbound
Street Classification:	Local

Speed Survey Data

85th Percentile:	39 mph
10 mph Pace:	29 - 38 mph
Posted Speed Limit:	30 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	0		
Actual Collision Rate (Cols/MVM):	0.00	Expected Collision Rate (Cols/MVM):	0.94
Actual Rate Exceeds Expected Rate	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on south side only. Street lighting and sidewalks on south side only. Residential driveways on south side.

Roadway Geometrics:

One-Way Eastbound with two lanes (serves as access to eastbound I-10 Freeway).

Comments:

Recommended speed limit based on Option 2.
According to the CVC, no further reductions to the speed limit are allowed (in order to match the existing 30 mph speed limit) without City Council action. However, under new CVC Section 22358.8, the City Council may retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions, which this segment meets.

Adjacent Land Use:	Multi-Family Residential and I-10 Freeway

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	Yes, 5 mph Increase

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**BALDWIN AVE**	Segment No.:	**4**
Between:	**LOWER AZUSA RD & RAILROAD TRACKS**		
Direction of Travel:	North / South	Survey Date:	12/21/2022

Traffic Data

Average Daily Traffic (vpd):	25,331
Length of Segment (feet):	2,429
Length of Segment (miles):	0.46
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	46 mph
10 mph Pace:	38 - 47 mph
Posted Speed Limit:	40 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	4		
Actual Collision Rate (Cols/MVM):	0.31	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking varies on both sides throughout segment. Existing commercial driveways on both sides. Street lighting and sidewalks on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane, with raised medians at beginning and end of segment. Horizontal curve north of railroad tracks.

Comments:

Recommended speed limit is based on Option 1, due to pedestrian/bicycle safety.
Baldwin Ave continues into Temple City north of Lower Azusa Rd, where the posted speed limit is 40 mph, same as the City of El Monte.

Adjacent Land Use:	Commercial

Recommendation

Recommended Speed Limit:	**40 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

City of El Monte

Engineering & Traffic Survey Summary

Street:	**BALDWIN AVE**	Segment No.:	**5**
Between:	**RAILROAD TRACKS & I-10 FREEWAY**		
Direction of Travel:	North / South	Survey Date:	12/21/2022

Traffic Data

Average Daily Traffic (vpd):	29,306
Length of Segment (feet):	4,714
Length of Segment (miles):	0.89
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	41 mph
10 mph Pace:	34 - 43 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	14		
Actual Collision Rate (Cols/MVM):	0.49	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking varies on both sides throughout segment. Existing commercial and residential driveways on both sides. Street lighting on east side with limited lighting on west side. Sidewalks on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane. Raised median one block north and south of railroad tracks. Roadway becomes 3-Lane Divided, then 2-Lane Undivided for short distances south of Loftus Street. Horizontal curve between Cedar Lane and Woodrich Lane.

Comments:

Speed limit based on Option 1, due to pedestrian and bicycle safety.

Adjacent Land Use:	MF Residential / SF Residential / Retail

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**BROCKWAY ST**	Segment No.:	**6**
Between:	**SANTA ANITA AVE & MEEKER AVE**		
Direction of Travel:	West	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	2,220
Length of Segment (feet):	3,442
Length of Segment (miles):	0.65
Lane Configuration:	2 Lanes, One-Way Westbound
Street Classification:	Local

Speed Survey Data

85th Percentile:	37 mph
10 mph Pace:	29 - 38 mph
Posted Speed Limit:	30 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.63	Expected Collision Rate (Cols/MVM):	0.94
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on north side with limited restrictions. Limited on-street parking on south side with many restrictions. Sidewalks and street lighting on north side only. Commericial and residential driveways on north side.

Roadway Geometrics:

One-Way Westbound with two lanes (serves as access to westbound I-10 Freeway).

Comments:

Recommended speed limit based on Option 1, due to on-street parking blocking views of driveways.

Adjacent Land Use:	SF Residential / MF Residential / Freeway

Recommendation

Recommended Speed Limit:	**30 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**DURFEE AVE**	Segment No.:	**7**
Between:	**RAMONA BLVD & VALLEY BLVD**		
Direction of Travel:	North / South	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	9,145
Length of Segment (feet):	6,396
Length of Segment (miles):	1.21
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane & Bike Lanes
Street Classification:	Collector

Speed Survey Data

85th Percentile:	38 mph
10 mph Pace:	30 - 39 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	4		
Actual Collision Rate (Cols/MVM):	0.33	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on east side only, north of Garvey Ave. Street lighting on both sides, south of Garvey Ave. Commerical and residential driveways on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane and bike lanes from Ramona Blvd to Exline St. 4-Lane Divided (raised median) with street lighting and bike lanes from Exline St to Valley Blvd. Horizontal curve between Garvey Ave and Valley Blvd. Vertical curve north of Vallley Blvd., underneath railroad overpass.

Comments:

Recommended speed limit based on Option 2.

Adjacent Land Use:	MF Residential / Institutional / Commercial / Industrial

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**DURFEE AVE**	Segment No.:	**8**
Between:	**VALLEY BLVD & SOUTH CITY LIMIT**		
Direction of Travel:	North / South	Survey Date:	3/8/2022

Traffic Data

Average Daily Traffic (vpd):	23,367
Length of Segment (feet):	6,458
Length of Segment (miles):	1.22
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Secondary Arterial

Speed Survey Data

85th Percentile:	44 mph
10 mph Pace:	35 - 44 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	21		
Actual Collision Rate (Cols/MVM):	0.67	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Bike lanes and sidewalks on both sides. Street lighting on west side only. Commercial driveways on both sides.

Roadway Geometrics:

4-Lane Undivided w/ two-way left turn lane. Horizontal curve south of Valley Blvd.

Comments:

Recommended speed limit based on Option 2.
According to the CVC, no further reductions to the speed limit are allowed (in order to match the existing 35 mph speed limit) without City Council action. Under new CVC Section 22358.8, the City Council may retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions, which this segment meets.
Durfee Ave continues into South El Monte south of City Limit, where the posted speed limit is 40 mph.

Adjacent Land Use:	Retail/Commercial

Recommendation

Recommended Speed Limit:	**40 mph**
Speed Limit Change:	Yes, 5 mph Increase

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**EXLINE ST**	Segment No.:	**9**
Between:	**WHISTLER AVE & GILLMAN RD**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	3,716
Length of Segment (feet):	3,259
Length of Segment (miles):	0.62
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	33 mph
10 mph Pace:	24 - 33 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	0		
Actual Collision Rate (Cols/MVM):	0.00	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

Street parking on both sides. Raised midblock crosswalk located mid-segment, west of Maxson Road. Streetlighting on north side only. Sidewalks on both sides from Whistler Ave to raised crosswalk. Sidewalk on north side only from raised midblock crosswalk to Gilman Rd. Residential and school driveways located on north side only. Baker Elementary School located east of Cogswell Rd. Voohris Elementary School located on the west side of Durfee Ave.

Roadway Geometrics:

2-Lane Undivided roadway. Horizontal curves between Cogswell Rd and Maxson Rd and between Durfee Ave and Gilman Rd. Skewed intersection at Cogswell Rd.

Comments:

Recommended speed limit based on Option 2.
According to the CVC, no further reductions to the speed limit are allowed (in order to match the existing 25 mph speed limit) without City Council action. Under new CVC Section 22358.8, the City Council may retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions, which this segment meets.

Adjacent Land Use:	SF Residential / MF Residential / Institutional / Freeway

Recommendation

Recommended Speed Limit:	**30 mph**
Speed Limit Change:	Yes, 5 mph Increase

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**FERN ST**	Segment No.:	**10**
Between:	**WEST CITY LIMIT & SANTA ANITA AVE**		
Direction of Travel:	East / West	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	1,823
Length of Segment (feet):	3,857
Length of Segment (miles):	0.73
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	32 mph
10 mph Pace:	23 - 32 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.69	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on north side only. Residential and commerical driveways on both sides. Potrero Elementary School on north side at east end of segment.

Roadway Geometrics:

2-Lane Undivided roadway with Sharrows in each direction from Santa Anita Avenue to Sastre Avenue.

Comments:

Recommended speed limit based on Option 1, then reduced 5 mph due to pedestrian and bicycle safety.
Portions of this segment of Fern St are also in the City of South El Monte, where the existing speed limit is 25 mph, the same as in the City of El Monte. Fern St continues in the City of South El Monte west of Humbert Ave, where the posted speed limit is 25 mph.

Adjacent Land Use:	SF Residential / Commercial / Institutional

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**FERRIS RD**	Segment No.:	**11**
Between:	**RAMONA BLVD & GILLMAN RD**		
Direction of Travel:	East / West	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	2,413
Length of Segment (feet):	5,286
Length of Segment (miles):	1.00
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	32 mph
10 mph Pace:	25 - 34 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.38	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Sreet lighting on south side only. Residential driveways on both sides.

Roadway Geometrics:

2-Lane Undivided roadway. No centerline striping. Street is off-set at Cogswell Rd.

Comments:

Recommended speed limit based on Option 1, due to pedestrian and bicycle safety, and residential density.

Adjacent Land Use:	SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**FINEVIEW ST**	Segment No.:	**12**
Between:	**PECK RD & PARKWAY DR**		
Direction of Travel:	East / West	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	2,547
Length of Segment (feet):	3,286
Length of Segment (miles):	0.62
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	28 mph
10 mph Pace:	21 - 30 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.58	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on north side only. Residential and commerical driveways on both sides. Charles T Kranz Middle School located between Bunker Ave and Burkett Rd.

Roadway Geometrics:

2-Lane Undivided. Set of speed humps between Bunker Avenue and Burkett Road. Sharrows on both sides.

Comments:

Recommended speed limit based on Option 2.

Adjacent Land Use:	SF Residential / MF Residential / Retail

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**GARVEY AVE**	Segment No.:	**13**
Between:	**WEST CITY LIMIT & PECK RD**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	22,818
Length of Segment (feet):	6,857
Length of Segment (miles):	1.30
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	39 mph
10 mph Pace:	30 - 39 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	35		
Actual Collision Rate (Cols/MVM):	1.08	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	Yes, slightly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides with restricted areas. Commerical driveways on both sides. Sidewalks on both sides. Street lighting on both sides.

Roadway Geometrics:

4-Lane Undivided with a two-way left turn lane that has regularly spaced median islands with a tree and street light pole in each.

Comments:

Recommended speed limit is based on Option 2.
Garvey Ave continues in the City of South El Monte west of Sastre Ave, where the posted speed limit is 35 mph.

Adjacent Land Use:	Retail / Commercial / MF Residential

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**GARVEY AVE**	Segment No.:	**14**
Between:	**PECK RD & EAST CITY LIMIT**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	17,188
Length of Segment (feet):	5,714
Length of Segment (miles):	1.08
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	39 mph
10 mph Pace:	30 - 39 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	18		
Actual Collision Rate (Cols/MVM):	0.89	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides with restricted areas. Commerical driveways on both sides. Sidewalks on both sides. Street lighting on both sides with divisional islands with trees and lightpoles throughout segment.

Roadway Geometrics:

4-Lane Undivided with a two-way left turn lane that has regularly spaced median islands with a tree and street light pole in each. Vertical Curve underneath railroad overpass, west of Maxson Rd.

Comments:

Recommended speed limit is based on Option 2.
Garvey Ave continues onto the I-10 Freeway, east of Durfee Ave.

Adjacent Land Use:	Retail / Commercial / MF Residential

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**LOFTUS ST**	Segment No.:	**15**
Between:	**BALDWIN AVE & WEST CITY LIMIT**		
Direction of Travel:	East / West	Survey Date:	3/8/2022

Traffic Data

Average Daily Traffic (vpd):	12,932
Length of Segment (feet):	600
Length of Segment (miles):	0.11
Lane Configuration:	2 Lanes Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	37 mph
10 mph Pace:	29-38 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.64	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-Street parking on both sides. Residential driveways on both sides. Sidewalks on both sides. Street lighting on both sides.

Roadway Geometrics:

4-Lane Undivided roadway

Comments:

Recommended speed limit is based on the 85th percentile speed.
The segment is one block long, continuing to the west as Loftus Dr in the City of Rosemead, where the speed limit is 35 mph. To the east, the roadway continues in the City of El Monte for one block, where it is a 2-lane road, with a prima facie speed limit of 25 mph. This segment of Loftus St, along with Loftus Dr, is a primary connector between Baldwin Ave and Temple City Blvd, which provide direct access to the I-10 Freeway to the south. Baldwin Ave connects to the eastbound I-10 ramps and Temple City Blvd connects to the westbound I-10 ramps.

Adjacent Land Use:	Single-Family Residential

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**LOWER AZUSA RD**	Segment No.:	**16**
Between:	**WEST CITY LIMIT & SANTA ANITA AVE**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	24,005
Length of Segment (feet):	7,857
Length of Segment (miles):	1.49
Lane Configuration:	2 Lanes Each Direction
Street Classification:	Secondary Arterial

Speed Survey Data

85th Percentile:	40 mph
10 mph Pace:	32 - 41 mph
Posted Speed Limit:	40 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	8		
Actual Collision Rate (Cols/MVM):	0.20	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

No on-street parking. Sidewalks on both sides. Street lighting on both sides. Commericial driveways on both side. City boundary mostly runs along the centerline from the West City Limit to west of El Monte Ave.

Roadway Geometrics:

Primarily 4-Lane Divided, from the West City Limit east of Temple City Blvd to Rowland Avenue. 4-Lane Undivided with two-way left turn lane from Rowland Avenue to Arden Way. 4-Lane Undivided with centerline from Arden Way to Daleview Avenue. 4-Lane Divided with raised medians from Daleview Avenue to Santa Anita Ave. Horizontal curve at Persimmon Ave.

Comments:

Recommended speed limit is based on the 85th percentile speed.
The section of this segment of Lower Azusa Rd from east of Temple City Blvd to west of El Monte Ave is shared with the City of Temple City, where the existing speed limit is 40 mph, the same as both currently and proposed in the City of El Monte. Lower Azusa Rd continues into the City of Temple City west of Temple City Blvd, where the posted speed limit is 40 mph.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**40 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**LOWER AZUSA RD**	Segment No.:	**17**
Between:	**SANTA ANITA AVE & EAST CITY LIMIT**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	27,979
Length of Segment (feet):	8,571
Length of Segment (miles):	1.62
Lane Configuration:	2 Lanes Each Direction
Street Classification:	Secondary Arterial

Speed Survey Data

85th Percentile:	40 mph
10 mph Pace:	32 - 41 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	16		
Actual Collision Rate (Cols/MVM):	0.32	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking varies on both sides. Sidewalks on both sides. Street lighting on both sides. Commercial and residential driveways on both sides.

Roadway Geometrics:

Primarily 4-Lane Undivided, with short sections of two way left turn lanes. Horizontal curve located at and east of Peck Rd. Horizontal curve located at and west of Maxson Rd.

Comments:

Recommended speed limit based on Option 2.
Lower Azusa Rd continues into the City of Arcadia east of Roseglen St, where the posted speed limit is 45 mph.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**MEEKER AVE**	Segment No.:	**18**
Between:	**VALLEY BLVD & PECK RD**		
Direction of Travel:	North / South	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	7,325
Length of Segment (feet):	1,714
Length of Segment (miles):	0.32
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	27 mph
10 mph Pace:	21 - 30 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	0		
Actual Collision Rate (Cols/MVM):	0.00	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking limited to north of Brockway St. on both sides. Sidewalks on both sides. Commercial and residential driveways on both sides. Street lighting on east side only.

Roadway Geometrics:

2-Lane Undivided. Multiple horizontal curves throughout segment.

Comments:

Recommended speed limit based on the 85th percentile speed.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**MERCED AVE**	Segment No.:	**19**
Between:	**SOUTH CITY LIMIT & TOWNEWAY DR**		
Direction of Travel:	North / South	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	7,699
Length of Segment (feet):	2,571
Length of Segment (miles):	0.49
Lane Configuration:	2 Lanes Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	36 mph
10 mph Pace:	26 - 35 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	3		
Actual Collision Rate (Cols/MVM):	0.73	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on both sides. Mostly commerical driveways on both sides with some residential driveways on both sides at north end of segment.

Roadway Geometrics:

4-Lane Undivided with two way left turn lane from South City Limit to Garvey Ave. Primarily 4-Lane Divided from Garvey Ave to Towneway Drive with painted median.

Comments:

Recommended speed limit based on the 85th percentile speed.
Merced Ave continues into the City of South El Monte south of Fern St, where the posted speed limit is 35 mph, same as the City of El Monte.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**MOUNTAIN VIEW RD**	Segment No.:	**20**
Between:	**VALLEY BLVD & SOUTH CITY LIMIT**		
Direction of Travel:	North / South	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	7,887
Length of Segment (feet):	4,143
Length of Segment (miles):	0.78
Lane Configuration:	2 Lanes Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	38 mph
10 mph Pace:	30 - 39 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	7		
Actual Collision Rate (Cols/MVM):	1.04	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	Yes, significantly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides with some restrictions. Street lighting and sidewalks on both sides. Residential and commericial driveways on both sides.

Roadway Geometrics:

2-Lane Undivided.

Comments:

Recommended speed limit based on Option 2.
Mountain View Rd continues into the City of South El Monte south of Weaver Ave, where the posted speed limit is 35 mph, same as the City of El Monte.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**PARKWAY DR**	Segment No.:	**21**
Between:	**DENHOLM DR & FINEVIEW ST**		
Direction of Travel:	North / South	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	1,224
Length of Segment (feet):	5,571
Length of Segment (miles):	1.06
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	29 mph
10 mph Pace:	20 - 29 mph
Posted Speed Limit:	30 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.70	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on east side. Speed humps existing throughout segment. Residential and commercial driveways on both sides. Mountain View High School is between Magnolia St. and Denholm Dr.

Roadway Geometrics:

2-Lane Undivided roadway. Horizontal curves between Fineview St and Klingerman St. and at Poinsettia Ave. Parkway Drive horizontal curvers into Denholm Drive.

Comments:

Recommended speed limit based on the 85th percentile speed.

Adjacent Land Use:	SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**30 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**PECK RD**	Segment No.:	**22**
Between:	**NORTH CITY LIMIT & RAMONA BLVD**		
Direction of Travel:	North / South	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	27,502
Length of Segment (feet):	9,714
Length of Segment (miles):	1.84
Lane Configuration:	2 Lanes Each Direction w/ Raised Median
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	41 mph
10 mph Pace:	32 - 41 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	31		
Actual Collision Rate (Cols/MVM):	0.56	Expected Collision Rate (Cols/MVM):	0.94
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks and street lighting on both sides. Commercial and residential parking on both sides.

Roadway Geometrics:

4-Lane Divided, with short sections of two way left turn lane.

Comments:

Recommended speed limit based on Option 1, due to pedestrian and bicycle safety.
Peck Rd continues into the City of Monrovia north of Randolph St, where the posted speed limit is 40 mph. A portion of this segment is also in the City of Monrovia, where the existing speed limit is 35 mph, the same as in the City of El Monte.

Adjacent Land Use:	MF Residential / Retail / Commercial

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

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City of El Monte

Engineering & Traffic Survey Summary

Street:	**PECK RD**	Segment No.:	**23**
Between:	**RAMONA BLVD & SOUTH CITY LIMIT**		
Direction of Travel:	North / South	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	21,795
Length of Segment (feet):	7,429
Length of Segment (miles):	1.41
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	43 mph
10 mph Pace:	33 - 42 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	17		
Actual Collision Rate (Cols/MVM):	0.51	Expected Collision Rate (Cols/MVM):	0.94
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks and street lighting on both sides. Commercial and residential parking on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane from Garvey to South City Limit, 4-Lane Divided (raised medians) from Garvey to I-10 Freeway, 6-Lane Divided (raised medians) from I-10 Freeway to Ramona.
Horizontal curves between Ramona Blvd and Stewart St. Vertical curve south of Stewart St. underneath railroad overpass. Horizontal curve between Valley Blvd. and

Comments:

Recommended speed limit based on Option 2.
According to the CVC, no further reductions to the speed limit are allowed (in order to match the existing 35 mph speed limit) without City Council action. Under new CVC Section 22358.8, the City Council may retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions, which this segment meets.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**40 mph**
Speed Limit Change:	Yes, 5 mph Increase

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**POTRERO AVE**	Segment No.:	**24**
Between:	**SOUTH CITY LIMIT & GARVEY AVE**		
Direction of Travel:	North / South	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	4,254
Length of Segment (feet):	1,429
Length of Segment (miles):	0.27
Lane Configuration:	1 Lane Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	31 mph
10 mph Pace:	22 - 31 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	4		
Actual Collision Rate (Cols/MVM):	3.18	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, significantly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on west side. Residential and commercial driveways on both sides. Potrero Middle School located on west side of Portrero Ave, north of Fern St.

Roadway Geometrics:

2-Lane Undivided roadway

Comments:

Recommended speed limit based on Option 1, due to high collision rate and pedestrian and bicycle safety.
Portrero Ave continues into the City of South El Monte south of Kale St, where the posted speed limit is 30 mph. Portions of this segment are also in the City of South El Monte, where the existing speed limit is 25 mph, the same as in the City of El Monte, both currently and proposed.

Adjacent Land Use:	SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

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City of El Monte

Engineering & Traffic Survey Summary

Street:	**RAMONA BLVD**	Segment No.:	**25**
Between:	**SANTA ANITA AVE & VALLEY BLVD**		
Direction of Travel:	East / West	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	9,274
Length of Segment (feet):	2,857
Length of Segment (miles):	0.54
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Primary Arterial

Speed Survey Data

85th Percentile:	39 mph
10 mph Pace:	31 - 40 mph
Posted Speed Limit:	30 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	0		
Actual Collision Rate (Cols/MVM):	0.00	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

Limited on-street parking on south side only. Sidewalks and street lighting on both sides. Commercial driveways on both sides.

Roadway Geometrics:

Primarily 4-Lane Undivided with two-way left turn lane, with raised medians at each end. Sharrows in the curb lanes in both directions.
Horizontal curve west of Valley Blvd.

Comments:

Recommended speed limit based on Option 2.
According to the CVC, no further reductions to the speed limit are allowed (in order to match the existing 30 mph speed limit) without City Council action. Under new CVC Section 22358.8, the City Council may retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions, which this segment meets.
At the south end, Peck Road becomes Rush Street in the City of South El Monte, with a speed limit of 35 mph, which is the same as the recommended speed limit.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	Yes, 5 mph Increase

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

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City of El Monte

Engineering & Traffic Survey Summary

Street:	**RAMONA BLVD**	Segment No.:	**26**
Between:	**VALLEY BLVD & EAST CITY LIMIT**		
Direction of Travel:	East / West	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	13,406
Length of Segment (feet):	9,555
Length of Segment (miles):	1.81
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Primary Arterial

Speed Survey Data

85th Percentile:	37 mph
10 mph Pace:	28 - 37 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	14		
Actual Collision Rate (Cols/MVM):	0.53	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

No on-street parking with the exception of an approximately 350' segment on the south side, east of Ferris Rd. Sidewalks and street lighting on both sides. Commercial driveways on both sides.

Roadway Geometrics:

4-Lane Divided (raised and painted medians) from Valley Blvd to east of Peck Rd. 4-Lane Undivided with two-way left turn lane from east of Peck Rd to the West City LImit.
Horizontal curve east of Valley Blvd. Vertical curve under railroad tracks overpass, west of Stewart St

Comments:

Recommended speed limit is based on the 85th percentile speed.
Ramona Blvd continues into the City of Irwindale east of the San Gabriel River Trail, where the posted speed limit is 40 mph.

Adjacent Land Use:	Retail / Commercial / MF Residential

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**SANTA ANITA AVE**	Segment No.:	**27**
Between:	**NORTH CITY LIMIT & VALLEY BLVD**		
Direction of Travel:	North / South	Survey Date:	12/21/2022

Traffic Data

Average Daily Traffic (vpd):	23,699
Length of Segment (feet):	7,857
Length of Segment (miles):	1.49
Lane Configuration:	2 Lanes Each Direction w/ Raised Median
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	40 mph
10 mph Pace:	32 - 41 mph
Posted Speed Limit:	40 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	13		
Actual Collision Rate (Cols/MVM):	0.34	Expected Collision Rate (Cols/MVM):	0.94
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

Limited on-street parking on both sides. Sidewalks on both sides. Median street lighting with varied street lighting on each side. Commercial and residential driveways on both sides.

Roadway Geometrics:

4-Lane Divided (raised median), with white edge lines 10' from curb from Lower Azusa Rd to Tyler Ave
Multiple horizontal curves throughout segment.

Comments:

Recommended speed limit is based on the 85th percentile speed.
Santa Anita Ave continues into the City of Temple City north of Grand Ave, where the posted speed limit is 40 mph.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**40 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**SANTA ANITA AVE**	Segment No.:	**28**
Between:	**VALLEY BLVD & SOUTH CITY LIMIT**		
Direction of Travel:	North / South	Survey Date:	12/21/2022

Traffic Data

Average Daily Traffic (vpd):	23,264
Length of Segment (feet):	6,143
Length of Segment (miles):	1.16
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	42 mph
10 mph Pace:	33 - 42 mph
Posted Speed Limit:	40 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	22		
Actual Collision Rate (Cols/MVM):	0.74	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

Limited on-street parking on both sides. Sidewalks on both sides. Street lighting on both sides. Commercial and residential driveways on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane, except centerline only from Garvey Ave to South City Limit.
Multiple horizontal curves throughout segment.

Comments:

Recommended speed limit based on the 85th percentile speed.
Santa Anita Ave continues into the City of South El Monte south of Fern St, where the posted speed limit is 40 mph, same as the City of El Monte.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**40 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**STEWART ST**	Segment No.:	**29**
Between:	**RAMONA BLVD & EASTERLY TERMINOUS**		
Direction of Travel:	East / West	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	1,413
Length of Segment (feet):	3,143
Length of Segment (miles):	0.60
Lane Configuration:	1 Lane Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	32 mph
10 mph Pace:	23 - 32 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	3		
Actual Collision Rate (Cols/MVM):	3.23	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, significantly greater		

Conditions Not Readily Apparent

Conditions:

Terminates into I-10 Freeway on- and off-ramps. Limitied on-street parking. Commercial driveways and sidewalks on both sides. Street lighting on both sides.

Roadway Geometrics:

2-Lane Undivided from Ramona Blvd to Peck Rd. 2-Lane Divided (raised medians) from Peck Rd to the I-10 Freeway ramps.
Horizontal Curves throughout segment.

Comments:

Recommended speed limit based on Option 1, due to high collision rate and pedestrian and bicycle safety.

Adjacent Land Use:	Retail/Commercial

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

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City of El Monte

Engineering & Traffic Survey Summary

Street:	**TELSTAR AVE**	Segment No.:	**30**
Between:	**ROSEMEAD BLVD & FLAIR DR**		
Direction of Travel:	East / West	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	10,688
Length of Segment (feet):	4,794
Length of Segment (miles):	0.91
Lane Configuration:	1 Lane Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	39 mph
10 mph Pace:	29 - 38 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.09	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

No on-street parking. Sidewalks on both sides. Commercial driveways on both sides. Street lighting on north side only.

Roadway Geometrics:

2-Lane Undivided, except 4-Lane Undivided from Flair Dr to Aerojet Ave.
Horizontal curves throughout segment.

Comments:

Recommended speed limit based on Option 2.

Adjacent Land Use:	Industrial

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**TYLER AVE**	Segment No.:	**31**
Between:	**SANTA ANITA AVE & VALLEY BLVD**		
Direction of Travel:	North / South	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	10,415
Length of Segment (feet):	3,571
Length of Segment (miles):	0.68
Lane Configuration:	2 Lanes Each Direction
Street Classification:	Secondary Arterial

Speed Survey Data

85th Percentile:	41 mph
10 mph Pace:	29 - 38 mph
Posted Speed Limit:	30 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	3		
Actual Collision Rate (Cols/MVM):	0.39	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Street lighting and sidewalks on both sides. Residential and Commercial driveways on both sides.

Roadway Geometrics:

4-Lane Undivided
Horizontal curve south of Santa Anita Ave.

Comments:

Recommended speed limit based on Option 1, due to pedestrian and bicycle safety.
According to the CVC, no further reductions to the speed limit are allowed (in order to match the existing 30 mph speed limit) without City Council action. Under new CVC Section 22358.8, the City Council may retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions, which this segment meets.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	Yes, 5 mph Increase

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

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City of El Monte

Engineering & Traffic Survey Summary

Street:	**TYLER AVE**	Segment No.:	**32**
Between:	**VALLEY BLVD & SOUTH CITY LIMIT**		
Direction of Travel:	North / South	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	8,636
Length of Segment (feet):	6,868
Length of Segment (miles):	1.30
Lane Configuration:	1 Lane Each Direction w/ Two-Way Left Turn Lane & Bike Lanes
Street Classification:	Secondary Arterial / Collector

Speed Survey Data

85th Percentile:	34 mph
10 mph Pace:	27 - 36 mph
Posted Speed Limit:	25 mph / 35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	6		
Actual Collision Rate (Cols/MVM):	0.49	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks and street lighting on both sides. Residential and commercial driveways on both sides.
Tyler is posted 25 mph from Valley to Ramona and posted 35 mph from Garvey to South City Limit, although it should all be 25 mph according to the previous Engineering and Traffic Survey performed in 2012.

Roadway Geometrics:

Primarily 2-Lane Undivided with two-way left turn lane and bike lanes, except 4-Lane Undivided with sharrows in curb lanes from Valley to Ramona and 4-Lane Undivided with bike lanes from Elliott to South City Limit.
Horizontal curve at Iris Ln.

Comments:

Recommended speed limit based on Option 2.
According to the CVC, no further reductions to the speed limit are allowed (in order to match the existing 25 mph speed limit) without City Council action. Under new CVC Section 22358.8, the City Council may retain the current speed limit, by ordinance, if it finds that the speed limit is still more than is reasonable or safe, under certain conditions, which this segment meets.
Tyler Ave continues into the City of South El Monte south of Klingerman St, where the posted speed limit is 35 mph.

Adjacent Land Use:	Retail / Commercial / SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**30 mph**
Speed Limit Change:	Yes, 5 mph Increase

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**VALLEY BLVD**	Segment No.:	**33**
Between:	**WEST CITY LIMIT & SANTA ANITA AVE**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	28,279
Length of Segment (feet):	6,429
Length of Segment (miles):	1.22
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	41 mph
10 mph Pace:	29 - 38 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	16		
Actual Collision Rate (Cols/MVM):	0.42	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks and street lighting on both sides. Commercial driveways on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane, except raised/painted medians at each end.
Horizontal curve throughout segment.

Comments:

Recommended speed limit based on Option 1, due to pedestrian and bicycle safety.
Valley Blvd continues into the City of Rosemead west of Eaton Wash, where the posted speed limit is 35 mph, which is the same as the City of El Monte.

Adjacent Land Use:	Retail/Commercial

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**VALLEY BLVD**	Segment No.:	**34**
Between:	**SANTA ANITA AVE & PECK RD**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	19,030
Length of Segment (feet):	4,857
Length of Segment (miles):	0.92
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	42 mph
10 mph Pace:	32 - 41 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	8		
Actual Collision Rate (Cols/MVM):	0.42	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks and street lighting on both sides. Commercial driveways on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane, except raised medians at major intersections.
Horizontal curves throughout segment.

Comments:

Recommended speed limit based on Option 1, due to pedestrian and bicycle safety.

Adjacent Land Use:	Retail/Commercial

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**VALLEY BLVD**	Segment No.:	**35**
Between:	**PECK RD & EAST CITY LIMIT**		
Direction of Travel:	East / West	Survey Date:	12/1/2022

Traffic Data

Average Daily Traffic (vpd):	27,986
Length of Segment (feet):	6,429
Length of Segment (miles):	1.22
Lane Configuration:	2 Lanes Each Direction w/ Two-Way Left Turn Lane
Street Classification:	Major Arterial

Speed Survey Data

85th Percentile:	42 mph
10 mph Pace:	31 - 40 mph
Posted Speed Limit:	35 mph

Collision History

Date Range:	January 1, 2020 - December 31, 2022		
Total Collisions:	24		
Actual Collision Rate (Cols/MVM):	0.64	Expected Collision Rate (Cols/MVM):	0.96
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks and street lighting on both sides. Commercial driveways on both sides.

Roadway Geometrics:

4-Lane Undivided with two-way left turn lane.
Horizontal curve at Garvey Ave and east of Durfee Ave.

Comments:

Recommended speed limit based on Option 1, due to pedestrian and bicycle safety.
Valley Blvd continues into the City of Industry east of the San Gabriel River Trail, where the posted speed limit is 35 mph, which is the same as the City of El Monte.

Adjacent Land Use:	Retail / Commercial / Industrial / Institutional

Recommendation

Recommended Speed Limit:	**35 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

APPENDIX D

Engineering and Traffic Survey Summary Sheets for Segments Qualifying for a Prima Facie 25 mph Speed Limit

City of El Monte

Engineering & Traffic Survey Summary

Street:	**BRYANT RD**	Segment No.:	**PF-1**
Between:	**TYLER AVE & PECK RD**		
Direction of Travel:	East / West	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	4,392
Length of Segment (feet):	3,536
Length of Segment (miles):	0.67
Lane Configuration:	1 Lane Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	34 mph
10 mph Pace:	25 - 34 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.31	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Residential and commericial driveways on both sides. Sidewalks on both sides. Street lighting on south side only. Le Gore Elementary School on north side near Tyler St.

Roadway Geometrics:

2-Lane Undivided. Multiple crosswalks along segment, with one being uncontrolled.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Institutional / Retail / Commercial

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**CEDAR AVE**	Segment No.:	**PF-2**
Between:	**LOWER AZUSA RD & BRYANT RD**		
Direction of Travel:	North / South	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	984
Length of Segment (feet):	4,440
Length of Segment (miles):	0.84
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	32 mph
10 mph Pace:	24 - 33 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	2		
Actual Collision Rate (Cols/MVM):	2.21	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, slightly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on west side only. Residential driveways on both sides. Wright Elementary School is on the east side north of McGirk Avenue.

Roadway Geometrics:

2-Lane Undivided roadway. Cedar Avenue is offset to the west at Lambert Avenue by about 200 feet.

Comments:

Normally, the recommended speed limit would be 25 mph, the same as the existing speed limit of 25 mph, based on Option 1, then reduced 5 mph due to high collision rate, residential density and pedestrian and bicycle safety.
However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**CENTRAL AVE**	Segment No.:	**PF-3**
Between:	**GARVEY AVE & SOUTH CITY LIMIT**		
Direction of Travel:	North / South	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	3,833
Length of Segment (feet):	1,286
Length of Segment (miles):	0.24
Lane Configuration:	1 Lane Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	34 mph
10 mph Pace:	25 - 34 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.99	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Street lighting and sidewalks on both sides. Residential driveways on both sides.

Roadway Geometrics:

2-Lane Undivided roadway.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.
Central Ave continues into South El Monte south of City Limit, where the posted speed limit is 30 mph.

Adjacent Land Use:	SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**COGSWELL RD**	Segment No.:	**PF-4**
Between:	**LOWER AZUSA RD & LANSDALE ST**		
Direction of Travel:	North / South	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	4,238
Length of Segment (feet):	8,571
Length of Segment (miles):	1.62
Lane Configuration:	1 Lane Each Direction
Street Classification:	Collector

Speed Survey Data

85th Percentile:	36 mph
10 mph Pace:	28 - 37 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	13		
Actual Collision Rate (Cols/MVM):	1.73	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, slightly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on east side only. Residential and commercial driveways on both sides. Baker Head Start on east side south of Ferris Rd.

Roadway Geometrics:

2-Lane Undivided roadway. Raised crosswalk in front of Baker Head Start.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 1, then reduced by 5 mph due to high collision rate, residential density and pedestrian and bicycle safety.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Institutional / Retail / Commercial

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**CYPRESS AVE**	Segment No.:	**PF-5**
Between:	**RANCHITO ST & IRIS LN**		
Direction of Travel:	North / South	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	2,682
Length of Segment (feet):	6,288
Length of Segment (miles):	1.19
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	33 mph
10 mph Pace:	23 - 32 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	4		
Actual Collision Rate (Cols/MVM):	1.14	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks are existing on both sides, north of Emery St. and south of Bryant Rd. Sidewalks vary from one side to the other from Emery St. to Bryant Rd. Residential driveways on both sides throughout segment. Street lighting on west side only, north of Emery St. Street lighting on east side only, south of Emery St. City of El Monte buildings at south end.

Roadway Geometrics:

2-Lane Undivided roadway. Horizontal curve north of Bryant Rd.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**ELLIOTT AVE**	Segment No.:	**PF-6**
Between:	**SANTA ANITA AVE & MOUNTAIN VIEW RD**		
Direction of Travel:	East / West	Survey Date:	12/15/2022

Traffic Data

Average Daily Traffic (vpd):	2,826
Length of Segment (feet):	4,730
Length of Segment (miles):	0.90
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	35 mph
10 mph Pace:	26 - 35 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	6		
Actual Collision Rate (Cols/MVM):	2.15	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, significantly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Sreet lighting on north side only. Residential and commerical driveways on both sides. Sharrows on both sides.

Roadway Geometrics:

2-Lane Undivided roadway. Skewed intersection at Mountain View Rd.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.
Portions of this segment of Elliott Ave are also in the City of South El Monte, where the existing speed limit is 25 mph, the same as in the City of El Monte.

Adjacent Land Use:	SF Residential / MF Residential / Commercial

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**ELLIOTT AVE**	Segment No.:	**PF-7**
Between:	**MOUNTAIN VIEW RD & PARKWAY DR**		
Direction of Travel:	East / West	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	4,888
Length of Segment (feet):	4,286
Length of Segment (miles):	0.81
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	34 mph
10 mph Pace:	26 - 35 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	5		
Actual Collision Rate (Cols/MVM):	1.15	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Sreet lighting on north side only. Residential and commerical driveways on both sides. Parkview Middle School on the south side east of Cogswell Rd. Mountain View Park on the north side west of Maxson Rd.

Roadway Geometrics:

2-Lane Undivided roadway. Sharrows on both sides.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Institutional / Retail / Commercial

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**HEMLOCK ST**	Segment No.:	**PF-8**
Between:	**PECK RD & EASTERLY TERMINUS**		
Direction of Travel:	East / West	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	3,404
Length of Segment (feet):	3,571
Length of Segment (miles):	0.68
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	34 mph
10 mph Pace:	25 - 34 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	2		
Actual Collision Rate (Cols/MVM):	0.79	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Residential driveways on both sides. Sidewalks on both sides. Street lighting on north side.

Roadway Geometrics:

2-Land Undivided roadway.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	Single-Family Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**KERRWOOD ST**	Segment No.:	**PF-9**
Between:	**MAXSON RD & DURFEE AVE**		
Direction of Travel:	East / West	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	1,940
Length of Segment (feet):	2,714
Length of Segment (miles):	0.51
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	31 mph
10 mph Pace:	24 - 33 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	0		
Actual Collision Rate (Cols/MVM):	0.00	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

Segment is one block. Residential driveways on both sides. Sidewalks on both sides. On-street parking on both sides. Street lighting on south side only.

Roadway Geometrics:

2-Lane Undivided roadway.

Comments:

Normally, the recommended speed limit would be 25 mph, the same as the existing speed limit of 25 mph, based on Option 1, then reduced 5 mph due to residential density and pedestrian and bicycle safety.
However, this segment would normally not be included in the Engineering and Traffic Survey since it is only one block long. It also qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**KLINGERMAN ST**	Segment No.:	**PF-10**
Between:	**TYLER AVE & PARKWAY DR**		
Direction of Travel:	East / West	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	3,036
Length of Segment (feet):	5,571
Length of Segment (miles):	1.06
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	31 mph
10 mph Pace:	23 - 32 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	5		
Actual Collision Rate (Cols/MVM):	1.42	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Street lighting on south side only. Sidewalks on both sides. Residential and Commercial driveways on both sides. Maxson Elementary School on the north side west of Bryce Rd.

Roadway Geometrics:

2-Lane Undivided roadway. Skewed intersection at Mountain View Rd. Sharrows on both sides between Mountain View Rd. and Parkway Dr. Speed humps between Tyler Ave and Peck Rd.

Comments:

Normally, the recommended speed limit would be 25 mph, the same as the existing speed limit of 25 mph, based on Option 1, then reduced 5 mph due to residential density and pedestrian and bicycle safety.
However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.
Klingerman St continues into the City of South El Monte west of Parkway Dr, where the posted speed limit is 30 mph. Portions of this segment of Klingerman St are also in the City of South El Monte, where the existing speed limit is 25 mph, the same as in the City of El Monte.

Adjacent Land Use:	SF Residential / MF Residential / Institutional / Retail / Commercial

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**LAMBERT AVE**	Segment No.:	**PF-11**
Between:	**TYLER AVE & PECK RD**		
Direction of Travel:	North	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	4,140
Length of Segment (feet):	3,857
Length of Segment (miles):	0.73
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	34 mph
10 mph Pace:	26 - 35 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	3		
Actual Collision Rate (Cols/MVM):	0.91	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Street lighting on north side only. Sidewalks on both sides. Residential driveways on both sides.

Roadway Geometrics:

2-Lane Undivided roadway.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	Single-Family Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**LAMBERT AVE**	Segment No.:	**PF-12**
Between:	**PECK RD & MAXSON RD**		
Direction of Travel:	North	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	3,863
Length of Segment (feet):	3,571
Length of Segment (miles):	0.68
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	34 mph
10 mph Pace:	27-36 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	1		
Actual Collision Rate (Cols/MVM):	0.35	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Street lighting on north side only. Sidewalks on both sides. Residential driveways on both sides.

Roadway Geometrics:

2-Lane Undivided roadway.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use: Single-Family Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**LANSDALE ST**	Segment No.:	**PF-13**
Between:	**COGSWELL RD & MOUNTAIN VIEW RD**		
Direction of Travel:	East / West	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	5,780
Length of Segment (feet):	871
Length of Segment (miles):	0.16
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	28 mph
10 mph Pace:	21 - 30 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	0		
Actual Collision Rate (Cols/MVM):	0.00	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	No		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Street lighting on north side only. Sidewalks on both sides.

Roadway Geometrics:

2-Lane Undivided roadway. Segment is one block long. A single speed hump just east of Mountain View Rd. No stop sign for westbound at Mountain View Rd, although there is a stop sign for eastbound.

Comments:

Normally, the recommended speed limit would be 25 mph, the same as the existing speed limit of 25 mph, based on Option 2.
However, this segment would normally not be included in the Engineering and Traffic Survey since it is only one block long. It also qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys since it is only one block long. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**MAGNOLIA AVE**	Segment No.:	**PF-14**
Between:	**MOUNTAIN VIEW RD & PARKWAY DR**		
Direction of Travel:	East / West	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	4,537
Length of Segment (feet):	3,714
Length of Segment (miles):	0.70
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	33 mph
10 mph Pace:	24 - 33 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	8		
Actual Collision Rate (Cols/MVM):	2.30	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, slightly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Residential driveways on both sides. Sidewalks on both sides. Street lighting on north side only.

Roadway Geometrics:

2-Lane Undivided roadway. Sharrows on both sides.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Retail

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**MAXSON RD**	Segment No.:	**PF-15**
Between:	**LOWER AZUSA RD & RAMONA BLVD**		
Direction of Travel:	North / South	Survey Date:	12/14/2022

Traffic Data

Average Daily Traffic (vpd):	2,851
Length of Segment (feet):	4,394
Length of Segment (miles):	0.83
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	33 mph
10 mph Pace:	25 - 34 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	5		
Actual Collision Rate (Cols/MVM):	1.93	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, significantly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on east side. Durfee Middle School on the east side north of Star St.

Roadway Geometrics:

2-Lane Undivided roadway. Speed humps between McGirk Ave and Mulhall St.
Horizontal curve at Ranchito St.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

City of El Monte

Engineering & Traffic Survey Summary

Street:	**MAXSON RD**	Segment No.:	**PF-16**
Between:	**RAMONA BLVD & EXLINE ST**		
Direction of Travel:	North / South	Survey Date:	12/13/2022

Traffic Data

Average Daily Traffic (vpd):	1,975
Length of Segment (feet):	4,193
Length of Segment (miles):	0.79
Lane Configuration:	1 Lane Each Direction
Street Classification:	Local

Speed Survey Data

85th Percentile:	35 mph
10 mph Pace:	26 - 35 mph
Posted Speed Limit:	25 mph

Collision History

Date Range:	October 1, 2019 - September 30, 2022		
Total Collisions:	3		
Actual Collision Rate (Cols/MVM):	1.76	Expected Collision Rate (Cols/MVM):	1.68
Actual Rate Exceeds Expected Rate:	Yes, slightly greater		

Conditions Not Readily Apparent

Conditions:

On-street parking on both sides. Sidewalks on both sides. Street lighting on east side. Zamora Park on the west side north of Deana St.

Roadway Geometrics:

2-Lane Undivided roadway.

Comments:

Normally, the recommended speed limit would be 30 mph, 5 mph greater than the existing speed limit of 25 mph, based on Option 2.
According to the CVC, no further reductions to the speed limit would be allowed (in order to match the existing 25 mph speed limit) without City Council action. However, this segment would normally not be included in the Engineering and Traffic Survey since it qualifies for a 25 mph prima facie speed limit under CVC Section 22352 (b)(1), as a residence district. It is recommended that this segment be removed from the Engineering and Traffic Survey and be designated a residence district with a prima facie speed limit of 25 mph. It would not be included in future Engineering and Traffic Surveys unless the conditions changed. Speed limit signs are not required to enforce prima facie speed limits, however, they may be used for emphasis.

Adjacent Land Use:	SF Residential / MF Residential / Institutional

Recommendation

Recommended Speed Limit:	**25 mph**
Speed Limit Change:	No Change

Approved and Authorized for release by City Traffic Engineer*:

4/3/2023

Ruth Smith, TE, PTP TE 1650 Date

REGISTERED PROFESSIONAL ENGINEER RUTH MATTHEWS SMITH 1650 TRAFFIC STATE OF CALIFORNIA

* Contract services provided by Interwest Consulting Group

APPENDIX E

Speed Survey Data Sheets

Speed Survey Data Sheets

Segments 1 - 35

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT.
				Northbound / Southbound	VEH.
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	1	39	X	1
38	0	0	38		0
37	0	0	37		0
36	1	1	36	X / X	2
35	2	2	35	X X / X X	4
34	0	3	34	X X X	3
33	1	3	33	X / X X X	4
32	3	2	32	X X X / X X	5
31	1	4	31	X / X X X X	5
30	2	7	30	X X / X X X X X X X	9
29	4	2	29	X X X X / X X	6
28	4	4	28	X X X X / X X X X	8
27	7	4	27	X X X X X X X / X X X X	11
26	8	2	26	X X X X X X X X / X X	10
25	5	1	25	X X X X X / X	6
24	2	3	24	X X / X X X	5
23	4	5	23	X X X X / X X X X X	9
22	0	5	22	X X X X X	5
21	2	1	21	X X / X	3
20	4	0	20	X X X X	4
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Aerojet Avenue

Between: Telstar Avenue - Flair Drive

Weather: Clear

Date: 12/1/22

Time From: 2:50

Time To: 3:15

Existing Speed Limit: 30 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	24%	14%
% In Pace:	80%	74%	74%
% Under Pace:	12%	2%	12%
Average Speed:	27 MPH	28 MPH	28 MPH
Pace Speed:	23 - 32 MPH	22 - 31 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	23 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	26 MPH	28 MPH	27 MPH
85th Percentile / Critical Speed:	31 MPH	33 MPH	32 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

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

Location: Arden Drive

Between: Lower Azusa Road - Valley Boulevard

Weather: Clear

Date: 12/1/22

Time From: 1:35

Time To: 1:55

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	20%	14%
% In Pace:	82%	68%	73%
% Under Pace:	6%	12%	13%
Average Speed:	36 MPH	38 MPH	37 MPH
Pace Speed:	31 - 40 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	40 MPH	43 MPH	41 MPH

PACE * * * * * *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	1	0	44	X	1
43	0	0	43		0
42	2	0	42	X X	2
41	1	0	41	X	1
40	3	0	40	X X X	3
39	2	0	39	X X	2
38	2	0	38	X X	2 *
37	4	0	37	X X X X	4 *
36	4	0	36	X X X X	4 *
35	0	0	35		0 PACE
34	5	0	34	X X X X X	5
33	2	0	33	X X	2
32	1	0	32	X	1
31	6	0	31	X X X X X X	6 *
30	2	0	30	X X	2 *
29	4	0	29	X X X X	4 *
28	0	0	28		0
27	1	0	27	X	1
26	5	0	26	X X X X X	5
25	2	0	25	X X	2
24	2	0	24	X X	2
23	1	0	23	X	1
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	0		GRAND TOTALS	50

Location: Asher Street

Between: Santa Anita Avenue - Peck Road

Weather: Clear

Date: 12/1/22

Time From: 12:05

Time To: 12:25

Existing Speed Limit: N/P MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	0%	18%
% In Pace:	60%	#DIV/0!	60%
% Under Pace:	22%	#DIV/0!	22%
Average Speed:	33 MPH	#DIV/0! MPH	33 MPH
Pace Speed:	29 - 38 MPH	46 - 55 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	26 MPH	56 MPH	26 MPH
50th Percentile / Critical Speed:	33 MPH	56 MPH	33 MPH
85th Percentile / Critical Speed:	39 MPH	56 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of El Monte

Radar Speed Survey

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

Location: Baldwin Avenue

Between: Lower Azusa Road - Railroad Tracks

Weather: Clear

Date: 12/21/22

Time From: 9:40

Time To: 10:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	2%	9%
% In Pace:	80%	80%	80%
% Under Pace:	16%	18%	11%
Average Speed:	41 MPH	43 MPH	42 MPH
Pace Speed:	38 - 47 MPH	40 - 49 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	37 MPH	39 MPH	38 MPH
50th Percentile / Critical Speed:	41 MPH	43 MPH	42 MPH
85th Percentile / Critical Speed:	45 MPH	47 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

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

Location: Baldwin Avenue

Between: Railroad Tracks - Interstate 10

Weather: Clear

Date: 12/21/22

Time From: 10:00

Time To: 10:20

Existing Speed Limit: 35 MPH

PACE *

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	6%	8%
% In Pace:	82%	80%	81%
% Under Pace:	8%	14%	11%
Average Speed:	38 MPH	37 MPH	38 MPH
Pace Speed:	34 - 43 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	1	45		X	1	
44	0	0	44			0	
43	0	1	43		X	1	
42	0	2	42		X X	2	
41	0	3	41		X X X	3	
40	0	1	40		X	1	
39	0	2	39		X X	2	
38	0	5	38		X X X X X	5	*
37	0	6	37		X X X X X X	6	*
36	0	12	36		X X X X X X X X X X X X	12	*
35	0	6	35		X X X X X X	6	P
34	0	7	34		X X X X X X X	7	A
33	0	3	33		X X X	3	C
32	0	3	32		X X X	3	E
31	0	13	31		X X X X X X X X X X X X X	13	*
30	0	10	30		X X X X X X X X X X	10	*
29	0	5	29		X X X X X	5	*
28	0	5	28		X X X X X	5	
27	0	6	27		X X X X X X	6	
26	0	2	26		X X	2	
25	0	6	25		X X X X X X	6	
24	0	1	24		X	1	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	0	100			GRAND TOTALS	100	

Location: Brockway Street

Between: Santa Anita Avenue - Meeker Avenue

Weather: Clear

Date: 12/15/22

Time From: 1:35

Time To: 2:05

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	10%	10%
% In Pace:	#DIV/0!	70%	70%
% Under Pace:	#DIV/0!	20%	20%
Average Speed:	#DIV/0! MPH	33 MPH	33 MPH
Pace Speed:	46 - 55 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	56 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	56 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	56 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	1	1	44	X / X	2	
43	0	0	43		0	
42	3	0	42	X X X	3	
41	0	3	41	X X X	3	
40	0	1	40	X	1	
39	3	3	39	X X X / X X X	6	*
38	1	6	38	X / X X X X X X	7	*
37	8	5	37	X X X X X X X X / X X X X X	13	*
36	3	6	36	X X X / X X X X X X	9	
35	4	8	35	X X X X / X X X X X X X X	12	
34	4	2	34	X X X X / X X	6	
33	9	4	33	X X X X X X X X X / X X X X	13	
32	4	4	32	X X X X / X X X X	8	*
31	5	4	31	X X X X X / X X X X	9	*
30	0	3	30	X X X	3	*
29	3	0	29	X X X	3	
28	1	0	28	X	1	
27	1	0	27	X	1	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Durfee Avenue

Between: Ramona Boulevard - Valley Boulevard

Weather: Clear

Date: 12/13/22

Time From: 10:15

Time To: 10:35

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	9%
% In Pace:	82%	90%	86%
% Under Pace:	10%	0%	5%
Average Speed:	35 MPH	36 MPH	35 MPH
Pace Speed:	31 - 40 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	32 MPH	31 MPH
50th Percentile / Critical Speed:	34 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

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

PACE * * * * * *

Location: Durfee Avenue

Between: Valley Boulevard - South City Limit

Weather: Clear

Date: 12/13/22

Time From: 12:15

Time To: 12:35

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	8%	13%
% In Pace:	74%	76%	75%
% Under Pace:	8%	16%	12%
Average Speed:	40 MPH	38 MPH	39 MPH
Pace Speed:	35 - 44 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	35 MPH	34 MPH	35 MPH
50th Percentile / Critical Speed:	40 MPH	38 MPH	39 MPH
85th Percentile / Critical Speed:	45 MPH	43 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	0	1	40		X	1	
39	1	1	39	X	X	2	
38	0	0	38			0	
37	1	1	37	X	X	2	
36	1	2	36	X	X X	3	
35	1	0	35	X		1	
34	3	0	34	X X X		3	
33	3	5	33	X X X	X X X X X	8	*
32	4	3	32	X X X X	X X X	7	*
31	3	1	31	X X X	X	4	*
30	3	4	30	X X X	X X X X	7	P
29	8	3	29	X X X X X X X X	X X X	11	A
28	3	6	28	X X X	X X X X X X	9	C
27	5	5	27	X X X X X	X X X X X	10	E
26	5	4	26	X X X X X	X X X X	9	*
25	2	3	25	X X	X X X	5	*
24	2	3	24	X X	X X X	5	*
23	1	1	23	X	X	2	
22	1	3	22	X	X X X	4	
21	2	4	21	X X	X X X X	6	
20	1	0	20	X		1	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Exline Street

Between: Cogswell Road - Gillman Road

Weather: Clear

Date: 12/1/22

Time From: 9:15

Time To: 10:05

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	10%	12%
% In Pace:	78%	74%	75%
% Under Pace:	14%	16%	13%
Average Speed:	29 MPH	28 MPH	29 MPH
Pace Speed:	25 - 34 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	25 MPH	23 MPH	24 MPH
50th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	2	0	39	X X	2
38	1	0	38	X	1
37	1	0	37	X	1
36	1	2	36	X / X X	3
35	2	0	35	X X	2
34	1	0	34	X	1
33	1	3	33	X / X X X	4
32	1	3	32	X / X X X	4
31	3	3	31	X X X / X X X	6
30	3	3	30	X X X / X X X	6
29	2	5	29	X X / X X X X X	7
28	2	7	28	X X / X X X X X X X	9
27	6	6	27	X X X X X X / X X X X X X	12
26	5	5	26	X X X X X / X X X X X	10
25	5	6	25	X X X X X / X X X X X X	11
24	4	2	24	X X X X / X X	6
23	4	2	23	X X X X / X X	6
22	1	3	22	X / X X X	4
21	4	0	21	X X X X	4
20	1	0	20	X	1
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Fern Street

Between: West City Limit - Merced Avenue

Weather: Clear

Date: 12/15/22

Time From: 10:40

Time To: 11:45

Existing Speed Limit: 25 MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	26%	4%	14%
% In Pace:	72%	86%	77%
% Under Pace:	2%	10%	9%
Average Speed:	28 MPH	28 MPH	28 MPH
Pace Speed:	21 - 30 MPH	24 - 33 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	23 MPH	25 MPH	23 MPH
50th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
85th Percentile / Critical Speed:	34 MPH	32 MPH	32 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	2	0	36	X X		2
35	1	1	35	X	X	2
34	3	2	34	X X X	X X	5
33	3	1	33	X X X	X	4
32	1	4	32	X	X X X X	5
31	6	4	31	X X X X X X	X X X X	10
30	5	5	30	X X X X X	X X X X X	10
29	4	7	29	X X X X	X X X X X X X	11
28	4	11	28	X X X X	X X X X X X X X X X X	15
27	7	2	27	X X X X X X X	X X	9
26	3	1	26	X X X	X	4
25	5	4	25	X X X X X	X X X X	9
24	1	2	24	X	X X	3
23	3	1	23	X X X	X	4
22	2	1	22	X X	X	3
21	0	2	21		X X	2
20	0	1	20		X	1
19	0	1	19		X	1
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * *

Location: Ferris Road

Between: Ramona Boulevard - Gillman Road

Weather: Clear

Date: 12/13/22

Time From: 10:30

Time To: 11:05

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	2%	4%
% In Pace:	82%	82%	82%
% Under Pace:	12%	16%	14%
Average Speed:	29 MPH	28 MPH	28 MPH
Pace Speed:	25 - 34 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	24 MPH	25 MPH
50th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	33 MPH	32 MPH	32 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	0	0	37		0
36	0	0	36		0
35	0	0	35		0
34	0	0	34		0
33	0	2	33	X X	2
32	0	0	32		0
31	1	0	31	X	1
30	1	2	30	X X X	3
29	2	3	29	X X X X X	5
28	2	3	28	X X X X X	5
27	3	3	27	X X X X X X	6
26	2	5	26	X X X X X X X	7
25	6	9	25	X X X X X X X X X X X X X X X	15
24	2	3	24	X X X X X	5
23	8	6	23	X X X X X X X X X X X X X X	14
22	5	5	22	X X X X X X X X X X	10
21	4	4	21	X X X X X X X X	8
20	2	1	20	X X X	3
19	4	0	19	X X X X	4
18	3	2	18	X X X X X	5
17	1	1	17	X X	2
16	3	1	16	X X X X	4
15	0	0	15		0
14	1	0	14	X	1
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Fineview Street

Between: Peck Road - Parkway Drive

Weather: Clear

Date: 12/13/22

Time From: 2:10

Time To: 2:55

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	4%	3%
% In Pace:	78%	86%	78%
% Under Pace:	10%	10%	19%
Average Speed:	23 MPH	25 MPH	24 MPH
Pace Speed:	18 - 27 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	18 MPH	21 MPH	19 MPH
50th Percentile / Critical Speed:	23 MPH	25 MPH	23 MPH
85th Percentile / Critical Speed:	27 MPH	28 MPH	28 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	1	47		X	1	
46	1	0	46	X		1	
45	0	0	45			0	
44	1	0	44	X		1	
43	3	1	43	X X X	X	4	*
42	1	3	42	X	X X X	4	*
41	0	2	41		X X	2	*
40	0	2	40		X X	2	*
39	4	5	39	X X X X	X X X X X	9	*
38	8	2	38	X X X X X X X X	X X	10	*
37	5	5	37	X X X X X	X X X X X	10	*
36	0	4	36		X X X X	4	P
35	6	4	35	X X X X X X	X X X X	10	A
34	2	3	34	X X	X X X	5	C
33	7	5	33	X X X X X X X	X X X X X	12	E
32	4	3	32	X X X X	X X X	7	*
31	2	4	31	X X	X X X X	6	*
30	3	3	30	X X X	X X X	6	*
29	1	2	29	X	X X	3	
28	2	1	28	X X	X	3	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Vehicles Surveyed

Location: Garvey Avenue

Between: Peck Road - East City Limit

Weather: Clear

Date: 12/1/22

Time From: 10:25

Time To: 10:45

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	18%	15%
% In Pace:	82%	76%	79%
% Under Pace:	6%	6%	6%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	3	0	45	X X X		3	
44	1	3	44	X	X X X	4	
43	0	2	43		X X	2	
42	1	1	42	X	X	2	
41	0	1	41		X	1	
40	1	2	40	X	X X	3	
39	2	2	39	X X	X X	4	*
38	5	5	38	X X X X X	X X X X X	10	*
37	6	5	37	X X X X X X	X X X X X	11	*
36	2	4	36	X X	X X X X	6	PACE
35	7	2	35	X X X X X X X	X X	9	
34	4	4	34	X X X X	X X X X	8	
33	5	6	33	X X X X X	X X X X X X	11	
32	3	4	32	X X X	X X X X	7	*
31	2	2	31	X X	X X	4	*
30	6	3	30	X X X X X X	X X X	9	*
29	0	1	29		X	1	
28	1	3	28	X	X X X	4	
27	1	0	27	X		1	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Garvey Avenue

Between: West City Limit - Peck Road

Weather: Clear

Date: 12/1/22

Time From: 10:45

Time To: 11:05

Existing Speed Limit: N/P MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	18%	15%
% In Pace:	84%	74%	79%
% Under Pace:	4%	8%	6%
Average Speed:	35 MPH	36 MPH	35 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	1	0	44	X	1
43	1	2	43	X X X	3
42	3	2	42	X X X X X	5
41	1	3	41	X X X X	4
40	1	3	40	X X X X	4
39	5	4	39	X X X X X X X X X	9
38	5	2	38	X X X X X X X	7
37	4	8	37	X X X X X X X X X X X X	12
36	5	3	36	X X X X X X X X	8
35	6	4	35	X X X X X X X X X X	10
34	6	5	34	X X X X X X X X X X X	11
33	3	4	33	X X X X X X X	7
32	3	5	32	X X X X X X X X	8
31	4	1	31	X X X X X	5
30	1	2	30	X X X	3
29	0	0	29		0
28	0	2	28	X X	2
27	1	0	27	X	1
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Lower Azusa Road

Between: Santa Anita Avenue - East City Limit

Weather: Clear

Date: 12/1/22

Time From: 2:05

Time To: 2:25

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	8%	13%
% In Pace:	84%	82%	81%
% Under Pace:	4%	10%	6%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	31 - 40 MPH	32 - 41 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	1	47		X	1
46	0	0	46			0
45	0	1	45		X	1
44	0	2	44		X X	2
43	0	1	43		X	1
42	4	1	42	X X X X	X	5
41	1	2	41	X	X X	3
40	5	0	40	X X X X X		5
39	3	3	39	X X X	X X X	6
38	4	1	38	X X X X	X	5
37	4	6	37	X X X X	X X X X X X	10
36	6	8	36	X X X X X X	X X X X X X X X	14
35	4	5	35	X X X X	X X X X X	9
34	4	4	34	X X X X	X X X X	8
33	5	8	33	X X X X X	X X X X X X X X	13
32	5	6	32	X X X X X	X X X X X X	11
31	4	0	31	X X X X		4
30	0	1	30		X	1
29	1	0	29	X		1
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: Lower Azusa Road

Between: West City Limit - Santa Anita Avenue

Weather: Clear

Date: 12/1/22

Time From: 2:20

Time To: 2:40

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	12%	13%
% In Pace:	88%	86%	85%
% Under Pace:	2%	2%	2%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	31 - 40 MPH	32 - 41 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	33 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	41 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	0	0	37		0
36	0	0	36		0
35	0	0	35		0
34	0	0	34		0
33	0	0	33		0
32	0	0	32		0
31	0	0	31		0
30	1	0	30	X	1
29	1	4	29	X / X X X X	5
28	1	4	28	X / X X X X	5
27	4	3	27	X X X X / X X X	7
26	3	9	26	X X X / X X X X X X X X X	12
25	8	7	25	X X X X X X X X / X X X X X X X	15
24	7	11	24	X X X X X X X / X X X X X X X X X X X	18
23	12	4	23	X X X X X X X X X X X X / X X X X	16
22	4	3	22	X X X X / X X X	7
21	6	3	21	X X X X X X / X X X	9
20	1	0	20	X	1
19	1	1	19	X / X	2
18	1	1	18	X / X	2
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Meeker Avenue

Between: Valley Boulevard - Peck Road

Weather: Clear

Date: 12/15/22

Time From: 2:10

Time To: 2:30

Existing Speed Limit: 25 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	0%	0%	0%
% In Pace:	94%	96%	95%
% Under Pace:	6%	4%	5%
Average Speed:	24 MPH	25 MPH	24 MPH
Pace Speed:	21 - 30 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	21 MPH	22 MPH	22 MPH
50th Percentile / Critical Speed:	23 MPH	25 MPH	24 MPH
85th Percentile / Critical Speed:	26 MPH	28 MPH	27 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	1	0	43	X		1	
42	0	0	42			0	
41	0	0	41			0	
40	1	1	40	X	X	2	
39	3	1	39	X X X	X	4	
38	0	2	38		X X	2	
37	1	1	37	X	X	2	
36	8	2	36	X X X X X X X X	X X	10	*
35	3	1	35	X X X	X	4	*
34	3	7	34	X X X	X X X X X X X	10	*
33	6	4	33	X X X X X X	X X X X	10	P
32	4	8	32	X X X X	X X X X X X X X	12	A
31	4	6	31	X X X X	X X X X X X	10	C
30	3	4	30	X X X	X X X X	7	E
29	3	3	29	X X X	X X X	6	*
28	4	4	28	X X X X	X X X X	8	*
27	4	2	27	X X X X	X X	6	*
26	0	3	26		X X X	3	
25	0	0	25			0	
24	2	0	24	X X		2	
23	0	1	23		X	1	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Merced Avenue

Between: South City Limit - Towneway Drive

Weather: Clear

Date: 12/1/22

Time From: 3:25

Time To: 3:45

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	14%	11%
% In Pace:	84%	84%	83%
% Under Pace:	4%	2%	6%
Average Speed:	33 MPH	32 MPH	32 MPH
Pace Speed:	27 - 36 MPH	26 - 35 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	33 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	1	1	43	X X	2	
42	0	3	42	X X X	3	
41	0	0	41		0	
40	1	2	40	X X X	3	
39	1	2	39	X X X	3	*
38	2	5	38	X X X X X X X	7	*
37	0	4	37	X X X X	4	*
36	2	3	36	X X X X X	5	PACE
35	5	2	35	X X X X X X X	7	
34	7	6	34	X X X X X X X X X X X X X	13	
33	8	4	33	X X X X X X X X X X X X	12	
32	5	5	32	X X X X X X X X X X	10	*
31	8	2	31	X X X X X X X X X X	10	*
30	2	5	30	X X X X X X X	7	*
29	1	1	29	X X	2	
28	3	0	28	X X X	3	
27	2	2	27	X X X X	4	
26	1	1	26	X X	2	
25	0	2	25	X X	2	
24	1	0	24	X	1	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Mountain View Road

Between: Valley Boulevard - South City Limit

Weather: Clear

Date: 12/13/22

Time From: 3:30

Time To: 3:50

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	12%	8%
% In Pace:	86%	76%	78%
% Under Pace:	4%	12%	14%
Average Speed:	33 MPH	34 MPH	33 MPH
Pace Speed:	27 - 36 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	29 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	35 MPH	39 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	0	0	40			0	
39	0	0	39			0	
38	0	0	38			0	
37	0	0	37			0	
36	0	0	36			0	
35	0	0	35			0	
34	0	0	34			0	
33	0	0	33			0	
32	2	1	32	X X	X	3	*
31	0	2	31		X X	2	*
30	3	2	30	X X X	X X	5	*
29	2	7	29	X X	X X X X X X X	9	*
28	2	2	28	X X	X X	4	*
27	6	0	27	X X X X X X		6	*
26	3	4	26	X X X	X X X X	7	P
25	4	2	25	X X X X	X X	6	A
24	4	6	24	X X X X	X X X X X X	10	C
23	1	3	23	X	X X X	4	E
22	3	1	22	X X X	X	4	*
21	6	3	21	X X X X X X	X X X	9	*
20	6	4	20	X X X X X X	X X X X	10	*
19	2	2	19	X X	X X	4	
18	2	5	18	X X	X X X X X	7	
17	1	1	17	X	X	2	
16	2	2	16	X X	X X	4	
15	1	2	15	X	X X	3	
14	0	1	14		X	1	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Parkway Drive

Between: Denholm Drive - Fineview Street

Weather: Clear

Date: 12/13/22

Time From: 12:55

Time To: 2:05

Existing Speed Limit: N/P MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	10%	10%
% In Pace:	74%	64%	69%
% Under Pace:	16%	26%	21%
Average Speed:	24 MPH	23 MPH	23 MPH
Pace Speed:	20 - 29 MPH	20 - 29 MPH	20 - 29 MPH
15th Percentile / Critical Speed:	19 MPH	18 MPH	18 MPH
50th Percentile / Critical Speed:	24 MPH	24 MPH	24 MPH
85th Percentile / Critical Speed:	28 MPH	29 MPH	29 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	1	48		X	1
47	0	2	47		X X	2
46	0	1	46		X	1
45	0	1	45		X	1
44	2	0	44	X X		2
43	1	1	43	X	X	2
42	1	3	42	X	X X X	4
41	1	4	41	X	X X X X	5
40	4	1	40	X X X X	X	5
39	5	4	39	X X X X X	X X X X	9
38	9	3	38	X X X X X X X X X	X X X	12
37	5	10	37	X X X X X	X X X X X X X X X X	15
36	4	2	36	X X X X	X X	6
35	5	7	35	X X X X X	X X X X X X X	12
34	4	1	34	X X X X	X	5
33	3	4	33	X X X	X X X X	7
32	3	2	32	X X X	X X	5
31	1	1	31	X	X	2
30	1	2	30	X	X X	3
29	1	0	29	X		1
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Peck Road

Between: North City Limit - Ramona Boulevard

Weather: Clear

Date: 12/1/22

Time From: 11:20

Time To: 11:40

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	12%	13%
% In Pace:	86%	78%	81%
% Under Pace:	6%	10%	6%
Average Speed:	37 MPH	38 MPH	37 MPH
Pace Speed:	32 - 41 MPH	33 - 42 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	40 MPH	42 MPH	41 MPH

PACE

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

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

Location: Peck Road

Between: Ramona Boulevard - South City Limit

Weather: Clear

Date: 12/1/22

Time From: 11:00

Time To: 11:20

Existing Speed Limit: 35 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	20%	20%	16%
% In Pace:	72%	74%	70%
% Under Pace:	8%	6%	14%
Average Speed:	39 MPH	37 MPH	38 MPH
Pace Speed:	33 - 42 MPH	31 - 40 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	32 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	42 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	1	1	35	X	X	2
34	0	2	34		X X	2
33	0	1	33		X	1
32	1	1	32	X	X	2
31	5	5	31	X X X X X	X X X X X	10
30	3	0	30	X X X		3
29	2	3	29	X X	X X X	5
28	6	4	28	X X X X X X	X X X X	10
27	7	6	27	X X X X X X X	X X X X X X	13
26	7	9	26	X X X X X X X	X X X X X X X X X	16
25	3	7	25	X X X	X X X X X X X	10
24	6	6	24	X X X X X X	X X X X X X	12
23	6	2	23	X X X X X X	X X	8
22	2	2	22	X X	X X	4
21	1	1	21	X	X	2
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Potrero Avenue

Between: South City Limit - Garvey Avenue

Weather: Clear

Date: 12/15/22

Time From: 10:05

Time To: 10:35

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	10%	7%
% In Pace:	94%	88%	91%
% Under Pace:	2%	2%	2%
Average Speed:	27 MPH	27 MPH	27 MPH
Pace Speed:	22 - 31 MPH	22 - 31 MPH	22 - 31 MPH
15th Percentile / Critical Speed:	23 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
85th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	1	0	46	X		1	
45	1	2	45	X	X X	3	
44	0	0	44			0	
43	1	1	43	X	X	2	
42	1	1	42	X	X	2	
41	1	0	41	X		1	
40	2	4	40	X X	X X X X	6	*
39	3	5	39	X X X	X X X X X	8	*
38	3	4	38	X X X	X X X X	7	*
37	2	5	37	X X	X X X X X	7	*
36	7	9	36	X X X X X X X	X X X X X X X X X	16	PACE
35	7	2	35	X X X X X X X	X X	9	
34	7	6	34	X X X X X X X	X X X X X X	13	
33	1	3	33	X	X X X	4	*
32	5	5	32	X X X X X	X X X X X	10	*
31	5	1	31	X X X X X	X	6	*
30	2	1	30	X X	X	3	
29	1	1	29	X	X	2	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Ramona Boulevard

Between: Santa Anita Avenue - Valley Boulevard

Weather: Clear

Date: 12/14/22

Time From: 2:05

Time To: 2:25

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	8%	9%
% In Pace:	84%	88%	86%
% Under Pace:	6%	4%	5%
Average Speed:	35 MPH	36 MPH	36 MPH
Pace Speed:	31 - 40 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	35 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	1	43	X	1	
42	0	1	42	X	1	
41	0	2	41	X X	2	
40	1	3	40	X / X X X	4	
39	2	1	39	X X / X	3	
38	1	1	38	X / X	2	
37	4	2	37	X X X X / X X	6	*
36	1	2	36	X / X X	3	*
35	0	3	35	X X X	3	*
34	7	5	34	X X X X X X / X X X X X	12	
33	3	1	33	X X X / X	4	
32	7	7	32	X X X X X X X / X X X X X X X	14	
31	6	9	31	X X X X X X / X X X X X X X X	15	
30	6	3	30	X X X X X X / X X X	9	*
29	4	2	29	X X X X / X X	6	*
28	3	2	28	X X X / X X	5	*
27	1	3	27	X / X X X	4	
26	0	1	26	X	1	
25	2	0	25	X X	2	
24	2	1	24	X X / X	3	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Ramona Boulevard

Between: Valley Boulevard - East City Limit

Weather: Clear

Date: 12/15/22

Time From: 12:55

Time To: 1:15

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	22%	13%
% In Pace:	82%	74%	77%
% Under Pace:	10%	4%	10%
Average Speed:	32 MPH	33 MPH	32 MPH
Pace Speed:	28 - 37 MPH	27 - 36 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	39 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	1	0	46	X	1	
45	0	0	45		0	
44	2	1	44	X X / X	3	
43	1	0	43	X	1	
42	2	2	42	X X / X X	4	
41	1	1	41	X / X	2	
40	2	1	40	X X / X	3	
39	3	2	39	X X X / X X	5	*
38	2	3	38	X X / X X X	5	*
37	3	4	37	X X X / X X X X	7	*
36	0	5	36	/ X X X X X	5	PACE
35	5	4	35	X X X X X / X X X X	9	
34	6	5	34	X X X X X X / X X X X X	11	
33	2	4	33	X X / X X X X	6	
32	5	2	32	X X X X X / X X	7	*
31	3	4	31	X X X / X X X X	7	*
30	3	2	30	X X X / X X	5	*
29	2	1	29	X X / X	3	
28	1	1	28	X / X	2	
27	1	1	27	X / X	2	
26	1	3	26	X / X X X	4	
25	2	1	25	X X / X	3	
24	1	1	24	X / X	2	
23	0	1	23	/ X	1	
22	0	1	22	/ X	1	
21	1	0	21	X	1	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Rosemead Place

Between: Interstate 10 - South City Limit

Weather: Clear

Date: 12/15/22

Time From: 11:45

Time To: 12:20

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	10%	14%
% In Pace:	64%	70%	67%
% Under Pace:	18%	20%	19%
Average Speed:	34 MPH	34 MPH	34 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	29 MPH	27 MPH	28 MPH
50th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	40 MPH	38 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	1	1	45	X / X	2	
44	0	0	44		0	
43	0	1	43	/ X	1	
42	1	3	42	X / X X X	4	
41	3	1	41	X X X / X	4	*
40	0	5	40	/ X X X X X	5	*
39	7	7	39	X X X X X X X / X X X X X X X	14	*
38	10	6	38	X X X X X X X X X X / X X X X X X	16	P
37	5	5	37	X X X X X / X X X X X	10	A
36	9	6	36	X X X X X X X X X / X X X X X X	15	C
35	3	4	35	X X X / X X X X	7	E
34	3	3	34	X X X / X X X	6	*
33	3	4	33	X X X / X X X X	7	*
32	3	2	32	X X X / X X	5	*
31	2	2	31	X X / X X	4	
30	0	0	30		0	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Santa Anita Avenue

Between: North City Limit - Valley Boulevard

Weather: Clear

Date: 12/21/22

Time From: 9:25

Time To: 9:45

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	4%	7%
% In Pace:	92%	88%	89%
% Under Pace:	4%	8%	4%
Average Speed:	37 MPH	37 MPH	37 MPH
Pace Speed:	32 - 41 MPH	33 - 42 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT.
				Northbound / Southbound	VEH.
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	1	47	X	1
46	2	0	46	X X	2
45	1	2	45	X / X X	3
44	2	0	44	X X	2
43	2	2	43	X X / X X	4
42	2	3	42	X X / X X X	5
41	1	6	41	X / X X X X X X	7
40	5	4	40	X X X X X / X X X X	9
39	3	6	39	X X X / X X X X X X	9
38	5	3	38	X X X X X / X X X	8
37	5	7	37	X X X X X / X X X X X X X	12
36	5	4	36	X X X X X / X X X X	9
35	3	4	35	X X X / X X X X	7
34	5	2	34	X X X X X / X X	7
33	3	2	33	X X X / X X	5
32	2	2	32	X X / X X	4
31	1	2	31	X / X X	3
30	1	0	30	X	1
29	0	0	29		0
28	1	0	28	X	1
27	1	0	27	X	1
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Santa Anita Avenue

Between: Valley Boulevard - South City Limit

Weather: Clear

Date: 12/21/22

Time From: 10:20

Time To: 10:40

Existing Speed Limit: 35 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	6%	12%
% In Pace:	74%	82%	78%
% Under Pace:	12%	12%	10%
Average Speed:	37 MPH	38 MPH	38 MPH
Pace Speed:	33 - 42 MPH	34 - 43 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	37 MPH
85th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	2	39	X X	2
38	0	1	38	X	1
37	1	0	37	X	1
36	0	1	36	X	1
35	0	0	35		0
34	1	1	34	X X	2
33	1	1	33	X X	2
32	4	3	32	X X X X X X X	7
31	4	3	31	X X X X X X X	7
30	2	4	30	X X X X X X	6
29	5	5	29	X X X X X X X X X X	10
28	3	2	28	X X X X X	5
27	2	7	27	X X X X X X X X X	9
26	6	6	26	X X X X X X X X X X X X	12
25	3	1	25	X X X X	4
24	1	6	24	X X X X X X X	7
23	5	4	23	X X X X X X X X X	9
22	5	2	22	X X X X X X X	7
21	2	0	21	X X	2
20	1	1	20	X X	2
19	3	0	19	X X X	3
18	1	0	18	X	1
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Stewart Street

Between: Ramona Boulevard - East End

Weather: Clear

Date: 12/14/22

Time From: 2:25

Time To: 3:40

Existing Speed Limit: N/P MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	12%	9%
% In Pace:	72%	82%	76%
% Under Pace:	14%	6%	15%
Average Speed:	26 MPH	28 MPH	27 MPH
Pace Speed:	22 - 31 MPH	23 - 32 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	22 MPH	24 MPH	22 MPH
50th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	1	45		X	1	
44	0	1	44		X	1	
43	1	1	43	X	X	2	
42	1	2	42	X	X X	3	
41	2	3	41	X X	X X X	5	
40	0	2	40		X X	2	
39	4	1	39	X X X X	X	5	
38	5	3	38	X X X X X	X X X	8	*
37	5	6	37	X X X X X	X X X X X X	11	*
36	12	3	36	X X X X X X X X X X X X	X X X	15	*
35	5	0	35	X X X X X		5	P
34	4	3	34	X X X X	X X X	7	A
33	2	2	33	X X	X X	4	C
32	3	5	32	X X X	X X X X X	8	E
31	1	3	31	X	X X X	4	*
30	2	3	30	X X	X X X	5	*
29	3	3	29	X X X	X X X	6	*
28	0	3	28		X X X	3	
27	0	3	27		X X X	3	
26	0	1	26		X	1	
25	0	0	25			0	
24	0	1	24		X	1	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Telstar Avenue

Between: Rosemead Place - Flair Drive

Weather: Clear

Date: 12/15/22

Time From: 12:25

Time To: 12:45

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	22%	19%
% In Pace:	86%	62%	73%
% Under Pace:	6%	16%	8%
Average Speed:	36 MPH	34 MPH	35 MPH
Pace Speed:	30 - 39 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	32 MPH	28 MPH	30 MPH
50th Percentile / Critical Speed:	36 MPH	34 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	41 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	1	0	45	X		1	
44	2	1	44	X X	X	3	
43	1	3	43	X	X X X	4	
42	0	2	42		X X	2	
41	3	4	41	X X X	X X X X	7	
40	1	2	40	X	X X	3	
39	0	3	39		X X X	3	
38	2	2	38	X X	X X	4	*
37	3	5	37	X X X	X X X X X	8	*
36	5	4	36	X X X X X	X X X X	9	*
35	3	4	35	X X X	X X X X	7	P
34	6	2	34	X X X X X X	X X	8	A
33	4	1	33	X X X X	X	5	C
32	5	5	32	X X X X X	X X X X X	10	E
31	3	3	31	X X X	X X X	6	*
30	4	2	30	X X X X	X X	6	*
29	1	4	29	X	X X X X	5	*
28	2	0	28	X X		2	
27	1	1	27	X	X	2	
26	1	0	26	X		1	
25	0	1	25		X	1	
24	2	1	24	X X	X	3	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Tyler Avenue

Between: Santa Anita Avenue - Valley Boulevard

Weather: Clear

Date: 12/14/22

Time From: 1:40

Time To: 2:00

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	12%	23%
% In Pace:	72%	64%	68%
% Under Pace:	12%	24%	9%
Average Speed:	34 MPH	35 MPH	35 MPH
Pace Speed:	29 - 38 MPH	32 - 41 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	34 MPH	36 MPH	35 MPH
85th Percentile / Critical Speed:	40 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	0	41		0	
40	0	0	40		0	
39	0	0	39		0	
38	1	0	38	X	1	
37	0	1	37	X	1	
36	1	3	36	X / X X X	4	*
35	1	1	35	X / X	2	*
34	6	3	34	X X X X X / X X X	9	*
33	6	3	33	X X X X X X / X X X	9	P
32	9	4	32	X X X X X X X X X / X X X X	13	A
31	6	8	31	X X X X X X / X X X X X X X X	14	C
30	5	3	30	X X X X X / X X X	8	E
29	4	9	29	X X X X / X X X X X X X X	13	*
28	4	6	28	X X X X / X X X X X X	10	*
27	5	5	27	X X X X X / X X X X X	10	*
26	0	1	26	X	1	
25	1	1	25	X / X	2	
24	1	1	24	X / X	2	
23	0	1	23	X	1	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Tyler Avenue

Between: Valley Boulevard - South City Limit

Weather: Clear

Date: 12/15/22

Time From: 1:15

Time To: 1:35

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	2%	2%
% In Pace:	94%	90%	92%
% Under Pace:	4%	8%	6%
Average Speed:	31 MPH	30 MPH	31 MPH
Pace Speed:	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	31 MPH	30 MPH	31 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

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

Location: Valley Boulevard

Between: Peck Road - East City Limit

Weather: Clear

Date: 12/1/22

Time From: 10:10

Time To: 10:30

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	24%	19%
% In Pace:	76%	68%	72%
% Under Pace:	20%	8%	9%
Average Speed:	36 MPH	37 MPH	37 MPH
Pace Speed:	33 - 42 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	43 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	1	1	46	X	X	2
45	0	2	45		X X	2
44	1	1	44	X	X	2
43	3	2	43	X X X	X X	5
42	3	2	42	X X X	X X	5
41	4	2	41	X X X X	X X	6
40	1	1	40	X	X	2
39	7	4	39	X X X X X X X	X X X X	11
38	3	0	38	X X X		3
37	2	1	37	X X	X	3
36	4	7	36	X X X X	X X X X X X X	11
35	4	8	35	X X X X	X X X X X X X X	12
34	4	4	34	X X X X	X X X X	8
33	4	4	33	X X X X	X X X X	8
32	3	4	32	X X X	X X X X	7
31	1	1	31	X	X	2
30	2	2	30	X X	X X	4
29	1	2	29	X	X X	3
28	1	1	28	X	X	2
27	1	1	27	X	X	2
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Valley Boulevard

Between: Santa Anita Avenue - Peck Road

Weather: Clear

Date: 12/1/22

Time From: 12:30

Time To: 12:50

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	16%	16%
% In Pace:	72%	70%	71%
% Under Pace:	18%	14%	13%
Average Speed:	37 MPH	36 MPH	36 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH
85th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH

PACE *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

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

Location: Valley Boulevard

Between: West City Limit - Santa Anita Avenue

Weather: Clear

Date: 12/1/22

Time From: 1:10

Time To: 1:30

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	24%	10%	23%
% In Pace:	72%	76%	73%
% Under Pace:	4%	14%	4%
Average Speed:	36 MPH	35 MPH	35 MPH
Pace Speed:	29 - 38 MPH	31 - 40 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	42 MPH	40 MPH	41 MPH

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

Speed Survey Data Sheets

Segments PF-1 – PF-16

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	1	40		X	1
39	0	1	39		X	1
38	0	2	38		X X	2
37	1	2	37	X	X X	3
36	0	3	36		X X X	3
35	1	2	35	X	X X	3
34	3	1	34	X X X	X	4
33	1	2	33	X	X X	3
32	4	2	32	X X X X	X X	6
31	4	6	31	X X X X	X X X X X X	10
30	3	2	30	X X X	X X	5
29	7	9	29	X X X X X X X	X X X X X X X X X	16
28	6	6	28	X X X X X X	X X X X X X	12
27	6	4	27	X X X X X X	X X X X	10
26	4	0	26	X X X X		4
25	4	4	25	X X X X	X X X X	8
24	0	2	24		X X	2
23	4	0	23	X X X X		4
22	1	1	22	X	X	2
21	1	0	21	X		1
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * * *

Location: Bryant Road

Between: Tyler Avenue - Peck Road

Weather: Clear

Date: 12/14/22

Time From: 1:20

Time To: 1:45

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	12%	13%
% In Pace:	84%	74%	78%
% Under Pace:	12%	14%	9%
Average Speed:	28 MPH	30 MPH	29 MPH
Pace Speed:	25 - 34 MPH	27 - 36 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	27 MPH	25 MPH
50th Percentile / Critical Speed:	28 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	32 MPH	36 MPH	34 MPH

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City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	2	38	X X	2
37	1	0	37	X	1
36	0	2	36	X X	2
35	0	0	35		0
34	1	0	34	X	1
33	5	1	33	X X X X X / X	6
32	3	2	32	X X X / X X	5
31	2	4	31	X X / X X X X	6
30	5	2	30	X X X X X / X X	7
29	4	6	29	X X X X / X X X X X X	10
28	4	4	28	X X X X / X X X X	8
27	4	5	27	X X X X / X X X X X	9
26	4	6	26	X X X X / X X X X X X	10
25	7	4	25	X X X X X X X / X X X X	11
24	3	3	24	X X X / X X X	6
23	0	2	23	/ X X	2
22	6	1	22	X X X X X X / X	7
21	1	3	21	X / X X X	4
20	0	2	20	/ X X	2
19	0	1	19	/ X	1
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Cedar Avenue

Between: Lower Azusa Road - Bryant Road

Weather: Clear

Date: 12/14/22

Time From: 11:00

Time To: 11:55

Existing Speed Limit: 25 MPH

PACE *

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	10%	6%
% In Pace:	82%	76%	78%
% Under Pace:	14%	14%	16%
Average Speed:	28 MPH	27 MPH	28 MPH
Pace Speed:	24 - 33 MPH	23 - 32 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	24 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH

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City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	1	40	X	1
39	0	0	39		0
38	0	3	38	X X X	3
37	1	3	37	X / X X X	4
36	0	2	36	X X	2
35	2	0	35	X X	2
34	1	4	34	X / X X X X	5
33	4	3	33	X X X X / X X X	7
32	6	4	32	X X X X X X / X X X X	10
31	6	4	31	X X X X X X / X X X X	10
30	3	2	30	X X X / X X	5
29	7	8	29	X X X X X X X / X X X X X X X X	15
28	6	3	28	X X X X X X / X X X	9
27	3	3	27	X X X / X X X	6
26	2	0	26	X X	2
25	4	6	25	X X X X / X X X X X X	10
24	2	3	24	X X / X X X	5
23	3	0	23	X X X	3
22	0	1	22	X	1
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Central Avenue

Between: Garvey Avenue - South City Limit

Weather: Clear

Date: 12/15/22

Time From: 9:40

Time To: 10:00

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	18%	12%
% In Pace:	86%	74%	79%
% Under Pace:	6%	8%	9%
Average Speed:	29 MPH	31 MPH	30 MPH
Pace Speed:	24 - 33 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	30 MPH	29 MPH
85th Percentile / Critical Speed:	33 MPH	36 MPH	34 MPH

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City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	2	0	41	X X	2	
40	0	1	40	X	1	
39	1	0	39	X	1	
38	0	1	38	X	1	
37	5	3	37	X X X X X / X X X	8	*
36	2	5	36	X X / X X X X X	7	*
35	3	6	35	X X X / X X X X X X	9	*
34	1	5	34	X / X X X X X	6	
33	4	1	33	X X X X / X	5	
32	3	9	32	X X X / X X X X X X X X	12	
31	1	9	31	X / X X X X X X X X	10	
30	8	2	30	X X X X X X X X / X X	10	*
29	4	2	29	X X X X / X X	6	*
28	5	2	28	X X X X X / X X	7	*
27	1	1	27	X / X	2	
26	4	3	26	X X X X / X X X	7	
25	3	0	25	X X X	3	
24	2	0	24	X X	2	
23	1	0	23	X	1	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Cogswell Road

Between: Lower Azusa Road - Lansdale Street

Weather: Clear

Date: 12/14/22

Time From: 9:00

Time To: 9:30

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	4%	5%
% In Pace:	72%	88%	80%
% Under Pace:	22%	8%	15%
Average Speed:	31 MPH	33 MPH	32 MPH
Pace Speed:	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	26 MPH	29 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH

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City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	1	0	41	X	1
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	1	0	37	X	1
36	2	1	36	X X / X	3
35	3	1	35	X X X / X	4
34	3	1	34	X X X / X	4
33	2	2	33	X X / X X	4
32	8	4	32	X X X X X X X X / X X X X	12
31	1	6	31	X / X X X X X	7
30	6	2	30	X X X X X X / X X	8
29	4	6	29	X X X X / X X X X X	10
28	5	4	28	X X X X X / X X X X	9
27	2	3	27	X X / X X X	5
26	4	1	26	X X X X / X	5
25	1	3	25	X / X X X	4
24	3	6	24	X X X / X X X X X	9
23	3	7	23	X X X / X X X X X X	10
22	0	0	22		0
21	0	0	21		0
20	1	2	20	X / X X	3
19	0	0	19		0
18	0	1	18	X	1
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Cypress Avenue

Between: Ranchito Street - Iris Lane

Weather: Clear

Date: 12/14/22

Time From: 12:35

Time To: 1:15

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	17%
% In Pace:	76%	84%	79%
% Under Pace:	16%	6%	4%
Average Speed:	30 MPH	28 MPH	29 MPH
Pace Speed:	26 - 35 MPH	23 - 32 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	25 MPH	23 MPH	24 MPH
50th Percentile / Critical Speed:	30 MPH	28 MPH	29 MPH
85th Percentile / Critical Speed:	34 MPH	32 MPH	33 MPH

PACE *

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City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	1	41	X	1	
40	1	0	40	X	1	
39	0	1	39	X	1	
38	0	1	38	X	1	
37	3	1	37	X X X / X	4	
36	0	1	36	X	1	
35	2	2	35	X X / X X	4	*
34	4	3	34	X X X X / X X X	7	*
33	9	3	33	X X X X X X X X X / X X X	12	*
32	8	4	32	X X X X X X X X / X X X X	12	
31	2	4	31	X X / X X X X	6	
30	5	4	30	X X X X X / X X X X	9	
29	4	6	29	X X X X / X X X X X X	10	
28	2	6	28	X X / X X X X X X	8	*
27	1	2	27	X / X X	3	*
26	2	4	26	X X / X X X X	6	*
25	2	1	25	X X / X	3	
24	3	2	24	X X X / X X	5	
23	1	1	23	X / X	2	
22	0	3	22	X X X	3	
21	1	0	21	X	1	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Elliott Avenue

Between: Mountain View Road - Parkway Drive

Weather: Clear

Date: 12/13/22

Time From: 12:25

Time To: 12:50

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	10%	9%
% In Pace:	78%	76%	77%
% Under Pace:	20%	14%	14%
Average Speed:	31 MPH	30 MPH	30 MPH
Pace Speed:	28 - 37 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	32 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH

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City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	1	42		X	1	
41	0	0	41			0	
40	0	0	40			0	
39	2	0	39	X X		2	
38	1	2	38	X	X X	3	
37	1	3	37	X	X X X	4	
36	1	1	36	X	X	2	
35	4	2	35	X X X X	X X	6	*
34	3	5	34	X X X	X X X X X	8	*
33	1	2	33	X	X X	3	*
32	4	5	32	X X X X	X X X X X	9	P
31	5	2	31	X X X X X	X X	7	A
30	5	6	30	X X X X X	X X X X X X	11	C
29	4	4	29	X X X X	X X X X	8	E
28	4	2	28	X X X X	X X	6	*
27	4	3	27	X X X X	X X X	7	*
26	5	3	26	X X X X X	X X X	8	*
25	3	3	25	X X X	X X X	6	
24	0	1	24		X	1	
23	1	2	23	X	X X	3	
22	2	2	22	X X	X X	4	
21	0	0	21			0	
20	0	1	20		X	1	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Elliott Avenue

Between: Santa Anita Avenue - Mountain View Road

Weather: Clear

Date: 12/15/22

Time From: 9:00

Time To: 9:35

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	18%	12%
% In Pace:	78%	70%	73%
% Under Pace:	12%	12%	15%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	26 - 35 MPH	25 - 34 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	2	0	39	X X		2
38	0	1	38		X	1
37	1	0	37	X		1
36	0	2	36		X X	2
35	0	1	35		X	1
34	4	5	34	X X X X	X X X X X	9
33	4	2	33	X X X X	X X	6
32	4	3	32	X X X X	X X X	7
31	7	6	31	X X X X X X X	X X X X X X	13
30	8	3	30	X X X X X X X X	X X X	11
29	9	8	29	X X X X X X X X X	X X X X X X X X	17
28	3	4	28	X X X	X X X X	7
27	3	5	27	X X X	X X X X X	8
26	0	0	26			0
25	1	3	25	X	X X X	4
24	0	2	24		X X	2
23	1	2	23	X	X X	3
22	2	2	22	X X	X X	4
21	0	1	21		X	1
20	1	0	20	X		1
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Hemlock Street

Between: Peck Road - Easterly Terminus

Weather: Clear

Date: 12/14/22

Time From: 10:25

Time To: 10:55

Existing Speed Limit: 25 MPH

PACE *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	2%	7%
% In Pace:	86%	78%	82%
% Under Pace:	8%	20%	11%
Average Speed:	30 MPH	29 MPH	30 MPH
Pace Speed:	25 - 34 MPH	27 - 36 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	27 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	30 MPH
85th Percentile / Critical Speed:	33 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	1	36		X	1
35	0	0	35			0
34	2	3	34	X X	X X X	5
33	1	5	33	X	X X X X X	6 *
32	1	2	32	X	X X	3 *
31	3	2	31	X X X	X X	5 *
30	2	2	30	X X	X X	4 P
29	4	1	29	X X X X	X	5 A
28	4	5	28	X X X X	X X X X X	9 C
27	4	6	27	X X X X	X X X X X X	10 E
26	8	4	26	X X X X X X X X	X X X X	12 *
25	6	2	25	X X X X X X	X X	8 *
24	6	6	24	X X X X X X	X X X X X X	12 *
23	2	4	23	X X	X X X X	6
22	1	1	22	X	X	2
21	1	0	21	X		1
20	3	1	20	X X X	X	4
19	1	2	19	X	X X	3
18	1	2	18	X	X X	3
17	0	1	17		X	1
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Kerrwood Street

Between: Maxson Road - Durfee Avenue

Weather: Clear

Date: 12/13/22

Time From: 9:00

Time To: 9:45

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	8%	6%
% In Pace:	80%	70%	74%
% Under Pace:	14%	22%	20%
Average Speed:	26 MPH	27 MPH	27 MPH
Pace Speed:	23 - 32 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	23 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	26 MPH	27 MPH	26 MPH
85th Percentile / Critical Speed:	30 MPH	33 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	0	0	37		0
36	0	0	36		0
35	1	0	35	X	1
34	0	0	34		0
33	0	2	33	X X	2
32	0	4	32	X X X X	4
31	3	6	31	X X X / X X X X X X	9
30	3	2	30	X X X / X X	5
29	5	4	29	X X X X X / X X X X	9
28	6	6	28	X X X X X X / X X X X X X	12
27	6	3	27	X X X X X X / X X X	9
26	6	7	26	X X X X X X / X X X X X X X	13
25	8	6	25	X X X X X X X X / X X X X X X	14
24	5	4	24	X X X X X / X X X X	9
23	2	2	23	X X / X X	4
22	1	1	22	X / X	2
21	0	3	21	X X X	3
20	2	0	20	X X	2
19	1	0	19	X	1
18	0	0	18		0
17	1	0	17	X	1
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Klingerman Street

Between: Tyler Avenue - Parkway Drive

Weather: Clear

Date: 12/13/22

Time From: 3:00

Time To: 3:25

Existing Speed Limit: 25 MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	0%	3%
% In Pace:	90%	88%	88%
% Under Pace:	8%	12%	9%
Average Speed:	26 MPH	27 MPH	27 MPH
Pace Speed:	22 - 31 MPH	24 - 33 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	24 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	29 MPH	31 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	0	41		0	
40	0	0	40		0	
39	0	0	39		0	
38	0	1	38	W: X	1	
37	1	0	37	E: X	1	
36	3	2	36	E: X X X W: X X	5	*
35	4	3	35	E: X X X X W: X X X	7	*
34	2	1	34	E: X X W: X	3	*
33	5	1	33	E: X X X X X W: X	6	PACE
32	4	5	32	E: X X X X W: X X X X X	9	A
31	8	8	31	E: X X X X X X X X W: X X X X X X X X	16	C
30	5	6	30	E: X X X X X W: X X X X X X	11	E
29	7	7	29	E: X X X X X X X W: X X X X X X X	14	*
28	6	8	28	E: X X X X X X W: X X X X X X X X	14	*
27	2	3	27	E: X X W: X X X	5	*
26	2	1	26	E: X X W: X	3	
25	0	2	25	W: X X	2	
24	1	0	24	E: X	1	
23	0	0	23		0	
22	0	2	22	W: X X	2	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Lambert Avenue

Between: Peck Road - Maxson Road

Weather: Clear

Date: 12/14/22

Time From: 9:35

Time To: 9:55

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	2%	2%
% In Pace:	92%	88%	90%
% Under Pace:	6%	10%	8%
Average Speed:	31 MPH	30 MPH	30 MPH
Pace Speed:	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	27 MPH	28 MPH
50th Percentile / Critical Speed:	31 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	35 MPH	33 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	1	0	42	X		1	
41	1	0	41	X		1	
40	1	0	40	X		1	
39	0	2	39		X X	2	
38	0	0	38			0	
37	2	0	37	X X		2	
36	1	1	36	X	X	2	
35	2	2	35	X X	X X	4	*
34	1	6	34	X	X X X X X X	7	*
33	5	3	33	X X X X X	X X X	8	*
32	6	7	32	X X X X X X	X X X X X X X	13	P
31	5	6	31	X X X X X	X X X X X X	11	A
30	2	1	30	X X	X	3	C
29	4	4	29	X X X X	X X X X	8	E
28	4	5	28	X X X X	X X X X X	9	*
27	3	4	27	X X X	X X X X	7	*
26	3	3	26	X X X	X X X	6	*
25	0	3	25		X X X	3	
24	6	1	24	X X X X X X	X	7	
23	0	1	23		X	1	
22	0	1	22		X	1	
21	3	0	21	X X X		3	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Lambert Avenue

Between: Santa Anita Avenue - Peck Road

Weather: Clear

Date: 12/14/22

Time From: 12:00

Time To: 12:30

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	10%	9%
% In Pace:	76%	84%	76%
% Under Pace:	6%	6%	15%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	24 - 33 MPH	25 - 34 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	24 MPH	26 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	2	34		X X	2
33	0	0	33			0
32	0	1	32		X	1
31	0	1	31		X	1
30	2	4	30	X X	X X X X	6
29	1	1	29	X	X	2
28	4	1	28	X X X X	X	5
27	2	3	27	X X	X X X	5
26	8	6	26	X X X X X X X X	X X X X X X	14
25	5	6	25	X X X X X	X X X X X X	11
24	8	7	24	X X X X X X X X	X X X X X X X	15
23	4	6	23	X X X X	X X X X X X	10
22	6	8	22	X X X X X X	X X X X X X X X	14
21	5	4	21	X X X X X	X X X X	9
20	2	0	20	X X		2
19	2	0	19	X X		2
18	1	0	18	X		1
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Lansdale Street

Between: Cogswell Road - Mountain View Road

Weather: Clear

Date: 12/13/22

Time From: 11:10

Time To: 11:35

Existing Speed Limit: 25 MPH

* * * PACE * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	8%	4%
% In Pace:	92%	92%	91%
% Under Pace:	2%	0%	5%
Average Speed:	24 MPH	25 MPH	25 MPH
Pace Speed:	19 - 28 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	21 MPH	22 MPH	22 MPH
50th Percentile / Critical Speed:	24 MPH	24 MPH	24 MPH
85th Percentile / Critical Speed:	27 MPH	30 MPH	28 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	0	41		0	
40	0	0	40		0	
39	0	0	39		0	
38	0	0	38		0	
37	1	2	37	X / X X	3	
36	2	0	36	X X	2	
35	3	3	35	X X X / X X X	6	
34	0	0	34		0	
33	6	3	33	X X X X X X / X X X	9	*
32	4	2	32	X X X X / X X	6	*
31	2	1	31	X X / X	3	*
30	1	6	30	X / X X X X X X	7	PACE
29	2	7	29	X X / X X X X X X X	9	
28	3	8	28	X X X / X X X X X X X X	11	
27	6	8	27	X X X X X X / X X X X X X X	14	
26	5	2	26	X X X X X / X X	7	*
25	3	2	25	X X X / X X	5	*
24	6	2	24	X X X X X X / X X	8	*
23	3	2	23	X X X / X X	5	
22	1	0	22	X	1	
21	1	2	21	X / X X	3	
20	0	0	20		0	
19	0	0	19		0	
18	1	0	18	X	1	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Magnolia Avenue

Between: Mountain View Road - Parkway Drive

Weather: Clear

Date: 12/13/22

Time From: 11:40

Time To: 12:10

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	10%	11%
% In Pace:	76%	82%	79%
% Under Pace:	12%	8%	10%
Average Speed:	28 MPH	29 MPH	28 MPH
Pace Speed:	24 - 33 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	24 MPH	25 MPH	24 MPH
50th Percentile / Critical Speed:	27 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	1	2	41	X / X X	3
40	1	0	40	X	1
39	0	3	39	X X X	3
38	0	1	38	X	1
37	0	2	37	X X	2
36	2	1	36	X X / X	3
35	0	3	35	X X X	3
34	2	3	34	X X / X X X	5
33	1	2	33	X / X X	3
32	3	3	32	X X X / X X X	6
31	3	6	31	X X X / X X X X X X	9
30	5	5	30	X X X X X / X X X X X	10
29	3	4	29	X X X / X X X X	7
28	3	5	28	X X X / X X X X X	8
27	6	1	27	X X X X X X / X	7
26	3	4	26	X X X / X X X X	7
25	7	2	25	X X X X X X X / X X	9
24	3	1	24	X X X / X	4
23	2	0	23	X X	2
22	3	2	22	X X X / X X	5
21	0	0	21		0
20	1	0	20	X	1
19	1	0	19	X	1
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Maxson Road

Between: Ramona Boulevard - Exline Street

Weather: Clear

Date: 12/13/22

Time From: 9:45

Time To: 10:15

Existing Speed Limit: 25 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	18%	16%
% In Pace:	76%	72%	71%
% Under Pace:	10%	10%	13%
Average Speed:	28 MPH	31 MPH	30 MPH
Pace Speed:	23 - 32 MPH	26 - 35 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	24 MPH	26 MPH	25 MPH
50th Percentile / Critical Speed:	27 MPH	31 MPH	29 MPH
85th Percentile / Critical Speed:	32 MPH	37 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

City of El Monte

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	0	0	40			0	
39	0	0	39			0	
38	0	0	38			0	
37	1	0	37	X		1	
36	6	0	36	X X X X X X		6	
35	1	0	35	X		1	
34	5	2	34	X X X X X	X X	7	*
33	3	1	33	X X X	X	4	*
32	1	2	32	X	X X	3	*
31	8	4	31	X X X X X X X X	X X X X	12	*
30	2	5	30	X X	X X X X X	7	*
29	2	6	29	X X	X X X X X X	8	*
28	4	7	28	X X X X	X X X X X X X	11	*
27	7	8	27	X X X X X X X	X X X X X X X X	15	*
26	1	7	26	X	X X X X X X X	8	*
25	3	2	25	X X X	X X	5	*
24	1	1	24	X	X	2	
23	1	2	23	X	X X	3	
22	2	2	22	X X	X X	4	
21	2	1	21	X X	X	3	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Maxson Road

Between: Lower Azusa Road - Ramona Boulevard

Weather: Clear

Date: 12/14/22

Time From: 9:50

Time To: 10:20

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	0%	8%
% In Pace:	78%	88%	80%
% Under Pace:	20%	12%	12%
Average Speed:	30 MPH	28 MPH	29 MPH
Pace Speed:	27 - 36 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	31 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	35 MPH	31 MPH	33 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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

APPENDIX F

Radar/Lidar Gun and Operator(s) Certifications

Decatur Electronics, Inc. *Decatur, IL*

ABE F. CAMPOS

(Name and Title)

of COUNTS UNLIMITED

(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99 Craig Jaschek

Date Training Representative
Decatur Electronics • Decatur, Illinois

Decatur Electronics, Inc. *Decatur, IL*

ABE CAMPOS

(Name and Title)

of COUNTS UNLIMITED

(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99 Craig Jaschek

Date Training Representative
Decatur Electronics • Decatur, Illinois

Abe Campos

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
West Sacramento, CA Completed 31st day of July 2009.
The CAD Zone, Inc. – 4790 SW Watson Ave - Beaverton, OR 97005
Phone: (503) 641-0334 Fax: (503) 641-9077
Electro-Optical Instr. Co - 7914 Raytheon Rd. – San Diego, CA 92111
Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Kim Sanford

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
West Sacramento, CA Completed 31st day of July 2009.
The CAD Zone, Inc. – 4790 SW Watson Ave - Beaverton, OR 97005
Phone: (503) 641-0334 Fax: (503) 641-9077
Electro-Optical Instr. Co - 7914 Raytheon Rd. – San Diego, CA 92111
Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Rob Harvick

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
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Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

RHF Inc.
Radar Repair

16202 Keats Circle
Westminster, Calif. 92683

TRAFFIC RADAR CERTIFICATION

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

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

1	TEST ID	Date Received 9-3-20		Certification Number 75552						
2	DEVICE ID	Make: Applied Concepts		Model: Stalker- Dual SL or DSR		Type (1-IV): IV	Directional radar: ☐ Yes ☑ No		Same direction: ☑ Yes ☐ No	
		Counting unit S/N: 040495		Antenna-1 S/N: 037445			Antenna-2 S/N			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N: 318209	Last date calib.	Freq. (Hz)	Speed (mph): 40	Measured (Hz): 4167	PASS	FAIL		
		High speed fork S/N: 001007	Last date calib.	Freq. (Hz)	Speed (mph): 55	Measured (Hz): 5727				
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL		
		Stationary mode	Fork speed (mph)	25	40					
			Disp. Speed (mph)	25	40					
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15	Displayed. (mph) 15					
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork / Hi fork - Lo fork	Expected. (mph) 65 / 15	Displayed. (mph) 65 / 15					
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.719	Antenna 2 Freq. GHz			PASS	FAIL		
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.719	Antenna 2 Freq. GHz						
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.719	Antenna 2 Freq. GHz N/A						
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm)			PASS	FAIL		
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 8.1	LVA deactivates (V) 9.0			PASS	FAIL		
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No					PASS	FAIL		
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No								
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS	FAIL		
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.					PASS	FAIL		
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.								
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			PASS	FAIL		
			Hi speed spec. 200	Hi speed disp. 200						
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20						
			Hi speed spec. 200(C)	Hi speed disp. 200						
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15						
			Hi speed spec. 79	Hi speed disp. 79						
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL		
13	LABORATORY COMMENTS									
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ PASS ☐ FAIL								
		Certified by: Robert Friesen **Date:** 9-3-20								
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)								

RHF Inc.
Radar Repair

16202 Keats Circle
Westminster, Calif. 92683

TRAFFIC RADAR CERTIFICATION

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(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

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1	TEST ID	Date Received 9-3-20	Certification Number 75553						
2	DEVICE ID	Make **Applied Concepts**	Model **Stalker-Dual SL or DSR**	Type (1-IV) **IV**	Directional radar ☐ Yes ☑ No	Same direction ☑ Yes ☐ No			
		Counting unit S/N 043555	Antenna-1 S/N 036149		Antenna-2 S/N				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 213395	Last date calib.	Freq. (Hz)	Speed (mph) 25	Measured (Hz) 261.7	PASS	FAIL	
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL	
		Stationary mode	Fork speed (mph)	**25**	**40**				
			Disp. Speed (mph)	25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) **15**	Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork	Expected. (mph) **65**	Displayed. (mph) 65				
			Hi fork - Lo fork	**15**	15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) **13.6 V**	Antenna 1 Freq. GHz 34.722	Antenna 2 Freq. GHz			PASS	FAIL	
		Standard supply Voltage – 20% (V) **10.8 V**	Antenna 1 Freq. GHz 34.722	Antenna 2 Freq. GHz					
		Standard supply voltage + 20% (V) **16.3 V**	Antenna 1 Freq. GHz 34.722	Antenna 2 Freq. GHz N/A					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) **≤ 2**	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm)			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) **≤ 10.8**	LVA activates (V) 8.0	LVA deactivates (V) 8.9			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No					PASS	FAIL	
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No							
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. **PASS**	Test results PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.					PASS	FAIL	
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.							
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. **12**	Lo speed disp. 12			PASS	FAIL	
			Hi speed spec. **200**	Hi speed disp. 200					
		Moving Mode target channel (mph)	Low speed spec. **20**	Lo speed disp. 20					
			Hi speed spec. **200(C)**	Hi speed disp. 200					
		Moving Mode: patrol channel (mph)	Low speed spec. **15**	Lo speed disp. 15					
			Hi speed spec. **79**	Hi speed disp. 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ **PASS** ☐ **FAIL**							
		Certified by: Robert Friesen **Date:** 9-3-20							
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)							

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Radar Repair

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TRAFFIC RADAR CERTIFICATION

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(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

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

1	TEST ID	Date Received 9-3-20		Certification Number 75554						
2	DEVICE ID	Make: Applied Concepts		Model: Stalker- Dual SL or DSR		Type (1-IV): IV		Directional radar: ☐ Yes ☑ No	Same direction: ☑ Yes ☐ No	
		Counting unit S/N: 043749		Antenna-1 S/N: 051916				Antenna-2 S/N:		
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)			PASS	FAIL
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)				
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork		High fork			PASS	FAIL
		Stationary mode	Fork speed (mph)	25		40				
			Disp. Speed (mph)	25		40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15		Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork / Hi fork - Lo fork	Expected. (mph) 65 / 15		Displayed. (mph) 65 / 15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V		Antenna 1 Freq. GHz 34.704		Antenna 2 Freq. GHz			PASS	FAIL
		Standard supply Voltage – 20% (V) 10.8 V		Antenna 1 Freq. GHz 34.704		Antenna 2 Freq. GHz				
		Standard supply voltage + 20% (V) 16.3 V		Antenna 1 Freq. GHz 34.704		Antenna 2 Freq. GHz N/A				
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2		Antenna 1 Power (mW/cm) .7		Antenna 2 Power (mW/cm)			PASS	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8		LVA activates (V) 7.6		LVA deactivates (V) 8.4			PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No							PASS	FAIL
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No								
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS		Test results PASS					PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.							PASS	FAIL
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.								
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12					PASS	FAIL
			Hi speed spec. 200	Hi speed disp. 200						
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20						
			Hi speed spec. 200(C)	Hi speed disp. 200						
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15						
			Hi speed spec. 79	Hi speed disp. 79						
12	§ 2.13 / § 5.13 RFI TEST								PASS	FAIL
13	LABORATORY COMMENTS									
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ **PASS** ☐ **FAIL**								
		Certified by: Robert Friesen **Date:** 9-3-20								
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)								

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Radar Repair

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TRAFFIC RADAR CERTIFICATION

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(NHTSA) National Highway and Traffic Safety Administration.
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R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 9-3-20		Certification Number 75555					
2	DEVICE ID	Make **Applied Concepts**		Model **Stalker- Dual SL or DSR**	Type (1-IV) **IV**	Directional radar ☐ Yes ☑ No	Same direction ☑ Yes ☐ No		
		Counting unit S/N 040191		Antenna-1 S/N 031301		Antenna-2 S/N			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 2135-20	Last date calib.	Freq. (Hz)	Speed (mph) 25	Measured (Hz) 26.6	PASS	FAIL	
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL	
		Stationary mode	Fork speed (mph)	**25**	**40**				
			Disp. Speed (mph)	25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) **15**	Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Hi fork - Lo fork	Expected. (mph) **65** **15**	Displayed. (mph) 65 15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) **13.6 V**	Antenna 1 Freq. GHz 34.737	Antenna 2 Freq. GHz			PASS	FAIL	
		Standard supply Voltage – 20% (V) **10.8 V**	Antenna 1 Freq. GHz 34.737	Antenna 2 Freq. GHz					
		Standard supply voltage + 20% (V) **16.3 V**	Antenna 1 Freq. GHz 34.737	Antenna 2 Freq. GHzN/A					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ **2**	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm)			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ **10.8**	LVA activates (V) 8.1	LVA deactivates (V) 9.0			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No B. Functioning audio volume-adjustment control ☑ Yes ☐ No					PASS	FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. **PASS**	Test results PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A. B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.					PASS	FAIL	
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. **12**	Lo speed disp. 12			PASS	FAIL	
			Hi speed spec. **200**	Hi speed disp. 200					
		Moving Mode target channel (mph)	Low speed spec. **20**	Lo speed disp. 20					
			Hi speed spec. **200(C)**	Hi speed disp. 200					
		Moving Mode: patrol channel (mph)	Low speed spec. **15**	Lo speed disp. 15					
			Hi speed spec. **79**	Hi speed disp. 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ **PASS** ☐ **FAIL** **Certified by:** Robert Friesen **Date:** 9-3-20							
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)							

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1	TEST ID	Date Received 9-3-20	Certification Number 75556						
2	DEVICE ID	Make: Applied Concepts	Model: Stalker- Dual SL or DSR	Type (1-IV): IV	Directional radar: ☐ Yes ☑ No	Same direction: ☐ Yes ☑ No			
		Counting unit S/N: 043351	Antenna-1 S/N: 052002		Antenna-2 S/N				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS	FAIL	
		High speed fork S/N: 318 210	Last date calib.	Freq. (Hz)	Speed (mph): 40	Measured (Hz): 4167			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL	
		Stationary mode	Fork speed (mph)	25	40				
			Disp. Speed (mph)	25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15	Displayed. (mph): 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork / Hi fork - Lo fork	Expected. (mph) 65 / 15	Displayed. (mph): 65 / 15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz: 34.714	Antenna 2 Freq. GHz			PASS	FAIL	
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz: 34.714	Antenna 2 Freq. GHz					
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz: 34.714	Antenna 2 Freq. GHz N/A					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm): .9	Antenna 2 Power (mW/cm)			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V): 7.8	LVA deactivates (V): 8.5			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal: ☑ Yes ☐ No					PASS	FAIL	
		B. Functioning audio volume-adjustment control: ☑ Yes ☐ No							
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results: PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar: ☐ Yes ☐ No ☑ N.A.					PASS	FAIL	
		B. Selects only targets moving away from radar: ☐ Yes ☐ No ☑ N.A.							
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp.: 12			PASS	FAIL	
			Hi speed spec. 200	Hi speed disp.: 200					
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp.: 20					
			Hi speed spec. 200(C)	Hi speed disp.: 200					
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp.: 15					
			Hi speed spec. 79	Hi speed disp.: 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ **PASS** ☐ **FAIL**							
		Certified by: Robert Friesen **Date:** 9-3-20							
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)							

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1	TEST ID	Date Received 9-3-20	Certification Number 75559						
2	DEVICE ID	Make: Applied Concepts	Model: Stalker- Dual SL or DSR	Type (1-IV): IV	Directional radar: ☐ Yes ☑ No	Same direction: ☑ Yes ☐ No			
		Counting unit S/N: DC082707	Antenna-1 S/N: 030783		Antenna-2 S/N: 031418				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS	FAIL	
		High speed fork S/N: 010825	Last date calib.	Freq. (Hz)	Speed (mph): 55	Measured (Hz): 5721			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL	
		Stationary mode	Fork speed (mph)	25	40				
			Disp. Speed (mph)	25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15	Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork / Hi fork - Lo fork	Expected. (mph) 65 / 15	Displayed. (mph) 65 / 15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.710	Antenna 2 Freq. GHz 34.717			PASS	FAIL	
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.710	Antenna 2 Freq. GHz 34.717					
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.710	Antenna 2 Freq. GHzN/A 34.717					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.8	LVA deactivates (V) 8.5			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No	B. Functioning audio volume-adjustment control ☑ Yes ☐ No				PASS	FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results: PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.	B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.				PASS	FAIL	
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			PASS	FAIL	
			Hi speed spec. 200	Hi speed disp. 200					
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20					
			Hi speed spec. 200(C)	Hi speed disp. 200					
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15					
			Hi speed spec. 79	Hi speed disp. 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ **PASS** ☐ **FAIL**							
		Certified by: Robert Friesen			**Date:** 9-3-20				
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)							

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1	TEST ID	Date Received 9-3-20	Certification Number 7557						
2	DEVICE ID	Make: Applied Concepts	Model: Stalker- Dual SL or DSR	Type (1-IV): IV	Directional radar: ☐ Yes ☑ No	Same direction: ☑ Yes ☐ No			
		Counting unit S/N: 045083	Antenna-1 S/N: 036291		Antenna-2 S/N: 036338				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS	FAIL	
		High speed fork S/N: 010826	Last date calib.	Freq. (Hz)	Speed (mph): 55	Measured (Hz): 5712	PASS	FAIL	
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL	
		Stationary mode	Fork speed (mph)	25	40				
			Disp. Speed (mph)	25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15	Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork	Expected. (mph) 65	Displayed. (mph) 65				
			Hi fork - Lo fork	15	15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHz 34.711			PASS	FAIL	
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHz 34.711			PASS	FAIL	
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHzN/A 34.711			PASS	FAIL	
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.7	LVA deactivates (V) 8.6			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☐ Yes ☐ No					PASS	FAIL	
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No							
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.					PASS	FAIL	
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.							
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			PASS	FAIL	
			Hi speed spec. 200	Hi speed disp. 200					
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20					
			Hi speed spec. 200(C)	Hi speed disp. 200					
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15					
			Hi speed spec. 79	Hi speed disp. 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ PASS ☐ FAIL							
		Certified by: Robert F Rieser **Date:** 9-3-20							
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)							

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1	TEST ID	Date Received 9-3-20	Certification Number FD558						
2	DEVICE ID	Make: Applied Concepts	Model: Stalker- Dual SL or DSR	Type (1-IV): IV	Directional radar: ☐ Yes ☑ No	Same direction: ☑ Yes ☐ No			
		Counting unit S/N 041547	Antenna-1 S/N 041479		Antenna-2 S/N 036948				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS	FAIL	
		High speed fork S/N 010324	Last date calib.	Freq. (Hz)	Speed (mph) 55	Measured (Hz) 5719			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL	
		Stationary mode	Fork speed (mph)	25	40				
			Disp. Speed (mph)	25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15	Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork / Hi fork - Lo fork	Expected. (mph) 65 / 15	Displayed. (mph) 65 / 15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHz 34.717			PASS	FAIL	
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHz 34.717					
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.733	Antenna 2 Freq. GHzN/A 34.717					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.7	LVA deactivates (V) 8.6			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No					PASS	FAIL	
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No							
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.					PASS	FAIL	
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.							
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			PASS	FAIL	
			Hi speed spec. 200	Hi speed disp. 200					
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20					
			Hi speed spec. 200(C)	Hi speed disp. 200					
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15					
			Hi speed spec. 79	Hi speed disp. 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ PASS ☐ FAIL							
		Certified by: Robert Friesen **Date:** 9-3-20							
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)							

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1	TEST ID	Date Received 9-3-20	Certification Number 13561						
2	DEVICE ID	Make: Applied Concepts	Model: Stalker- Dual SL or DSR	Type (1-IV): IV	Directional radar: ☐ Yes ☑ No	Same direction: ☑ Yes ☐ No			
		Counting unit S/N: 044661	Antenna-1 S/N: 041489		Antenna-2 S/N: 027034				
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS	FAIL	
		High speed fork S/N 010828	Last date calib.	Freq. (Hz)	Speed (mph) 55	Measured (Hz) 5721			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork		PASS	FAIL	
		Stationary mode	Fork speed (mph)	25	40				
			Disp. Speed (mph)	25	40				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15	Displayed. (mph) 15				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork / Hi fork - Lo fork	Expected. (mph) 65 / 15	Displayed. (mph) 65 / 15				
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.721	Antenna 2 Freq. GHz 34.726			PASS	FAIL	
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.721	Antenna 2 Freq. GHz 34.726					
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.721	Antenna 2 Freq. GHzN/A 34.726					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.7	LVA deactivates (V) 8.5			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No					PASS	FAIL	
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No							
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.					PASS	FAIL	
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.							
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12			PASS	FAIL	
			Hi speed spec. 200	Hi speed disp. 200					
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20					
			Hi speed spec. 200(C)	Hi speed disp. 200					
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15					
			Hi speed spec. 79	Hi speed disp. 79					
12	§ 2.13 / § 5.13 RFI TEST						PASS	FAIL	
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ PASS ☐ FAIL							
		Certified by: Robert Griesen **Date:** 9-3-20							
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)							

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1	TEST ID	Date Received 9-3-20	Certification Number 13560							
2	DEVICE ID	Make: Applied Concepts	Model: Stalker- Dual SL or DSR	Type (1-IV): IV	Directional radar: ☐ Yes ☑ No	Same direction: ☑ Yes ☐ No				
		Counting unit S/N: 049804	Antenna-1 S/N: 026242		Antenna-2 S/N: 042698					
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)			PASS	FAIL
		High speed fork S/N: 010827	Last date calib.	Freq. (Hz)	Speed (mph): 55	Measured (Hz): 5719				
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork				PASS	FAIL
		Stationary mode	Fork speed (mph)	25	40					
			Disp. Speed (mph)	25	40					
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) 15	Displayed. (mph) 15					
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork	Expected. (mph) 65	Displayed. (mph) 65					
			Hi fork - Lo fork	15	15					
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 34.820	Antenna 2 Freq. GHz 34.701					PASS	FAIL
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz 34.820	Antenna 2 Freq. GHz 34.701						
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 34.820	Antenna 2 Freq. GHzN/A 34.701						
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 2	Antenna 1 Power (mW/cm) .9	Antenna 2 Power (mW/cm) .9					PASS	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8	LVA activates (V) 7.9	LVA deactivates (V) 8.5					PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No							PASS	FAIL
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No								
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS	Test results PASS						PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.							PASS	FAIL
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.								
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 12	Lo speed disp. 12					PASS	FAIL
			Hi speed spec. 200	Hi speed disp. 200						
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. 20						
			Hi speed spec. 200(C)	Hi speed disp. 200						
		Moving Mode: patrol channel (mph)	Low speed spec. 15	Lo speed disp. 15						
			Hi speed spec. 79	Hi speed disp. 79						
12	§ 2.13 / § 5.13 RFI TEST								PASS	FAIL
13	LABORATORY COMMENTS									
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ **PASS** ☐ **FAIL**								
		Certified by: Robert Friesen **Date:** 9-3-20								
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Battery ☐ Carrying Case ☐ Other: (please list)								