2023 TRAFFIC SPEED ZONE SURVEY
CITY OF WEST HOLLYWOOD
SEPTEMBER 2023

Prepared For:
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069

JC31152

A LOCHNER COMPANY

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1. EXECUTIVE SUMMARY

The 2023 Traffic Speed Zone Survey in the City of West Hollywood (the "City") evaluated the speed limit of 24 roadway segments throughout the city. California Vehicle Code (CVC) Section 40802 requires that an engineering and traffic survey (E&TS) be prepared for each segment where enforcement of the speed limit involves the use of radar or any other electronic device. Each E&TS is valid for five years, seven years in cases where the arresting officer has completed device training and the device has been recently calibrated, and fourteen years if a registered engineer also determines that no significant changes occurred to the roadway and traffic conditions. The previous traffic speed zone survey was completed in 2016. Figure 1 illustrates the street segments where engineering and traffic surveys were conducted. The engineering and traffic surveys are in Appendix C of this document.

The California Manual of Uniform Traffic Control Devices (MUTCD), as required under CVC 21400 and CVC 22358.6, defines standards for posting speed limits that rely upon collecting speed data in the field to determine the 85th percentile speed, which is subsequently rounded upward or downward to the nearest 5 mile per hour increment. The California MUTCD allows for options to further reduce the speed limit. The recommended speeds for the 24 segments were determined following the methodology outlined in the MUTCD. Table 1 summarizes the findings and recommendations for speed limits on those segments.

For 6 of the 24 street segments, the 85th percentile speed recorded in spot speed surveys, when rounded off to the nearest 5 mph increment, matched the existing posted speed limit. As a result, the posted speed limits for the 6 segments are recommended to remain unchanged.

For 16 of the 24 street segments, rounding off the 85th percentile speeds to the nearest 5-mph increment would result in a speed limit exceeding the existing posted speed limit by 5 miles per hour. However, after applying an applicable California MUTCD option for rounding down or reducing the speed limit, the posted speed limits for the 16 segments are recommended to remain unchanged.

For 2 of the 24 street segments, the 85th percentile speed recorded in spot speed surveys, when rounded off to the nearest 5 mph increment, was 5 miles per hour *less* than the existing posted speed limit. These segments are Fairfax Avenue between Fountain Avenue and Willoughby Avenue, and Fountain Avenue between La Cienega Boulevard and Fairfax Avenue. As a result, the posted speed limits for the 2 segments are recommended to be reduced by 5 miles per hour.

Conclusion: Among the 24 roadway segments for which an E&TS was conducted, only the segment of Fairfax Avenue between Fountain Avenue and Willoughby Avenue and the segment of Fountain Avenue between La Cienega Boulevard and Fairfax Avenue are recommended for a change in posted speed limit. To conform to the California Vehicle Code and the state's Manual of Uniform Traffic Control Devices, the speed limit signs on these segments are recommended to be changed from 35 mph to 30 mph.

Figure 1 - Study Segments with Existing Speed Limits

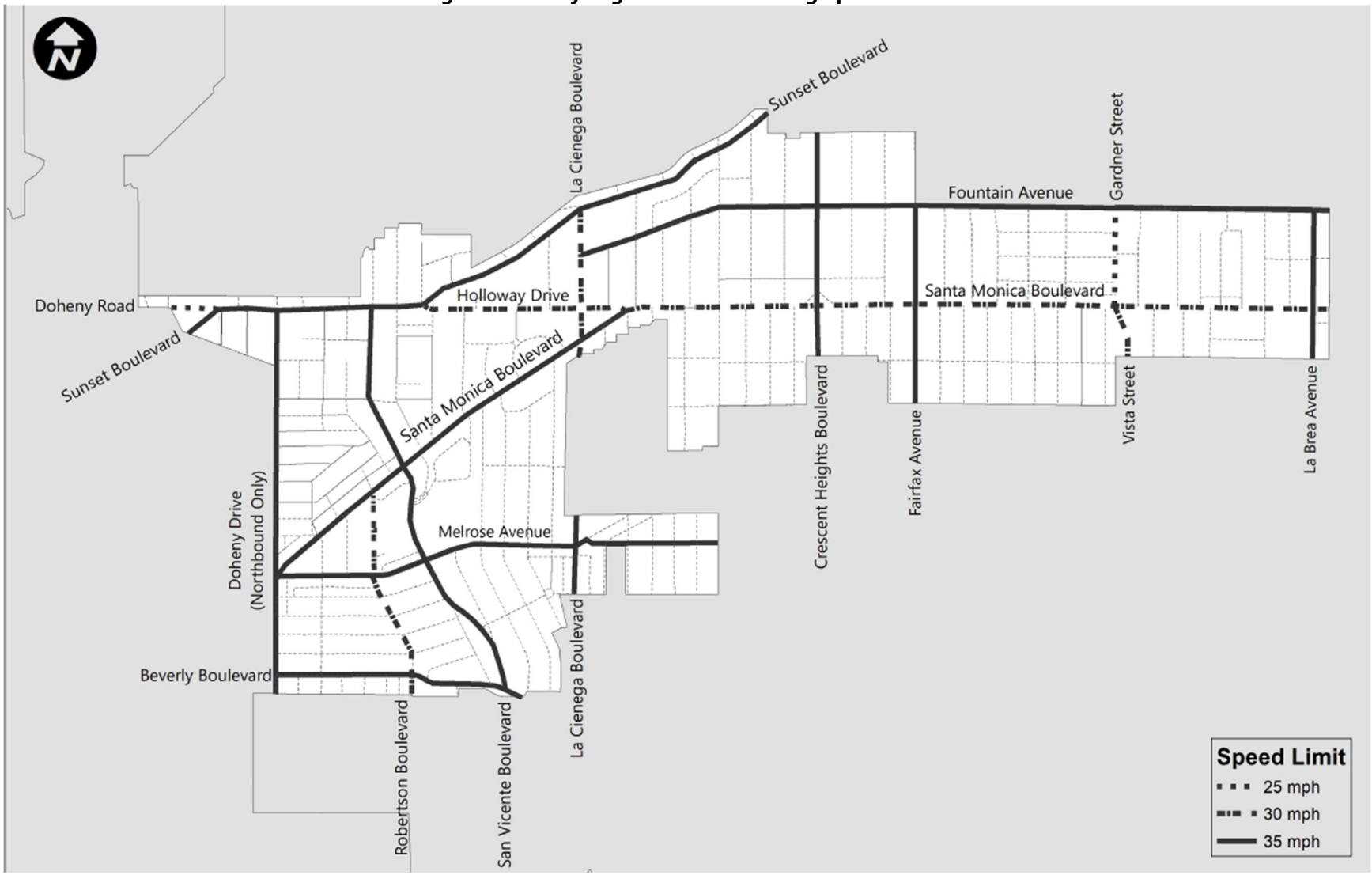

Table 1 – Recommended Speed Limits

ID	Street Segment	Limits		Existing Speed Limit	85th Percentile Speed	Rounded Nearest 5 MPH to Average 85th Percentile		Recommended Speed Limit	Remarks / Justification
		From	To			Up	Down		
1	Beverly Boulevard	Doheny Drive	East City Limit	35	39	40	-	35	Option 2
2	Crescent Heights Boulevard	North City Limit	Santa Monica Boulevard	35	36	-	35	35	85th
3	Crescent Heights Boulevard	Santa Monica Boulevard	Romaine Street	35	38	40	-	35	Option 2
4	Doheny Drive NB	Sunset Boulevard	Santa Monica Boulevard	35	39	40	-	35	Option 2
5	Doheny Drive NB	Santa Monica Boulevard	South City Limit	35	35	-	-	35	85th
6	Doheny Road	West City Limit	Sunset Boulevard	25	28	30	-	25	Option 2
7	Fairfax Avenue	Fountain Avenue	Willoughby Avenue	35	32	-	30	30	85th
8	Fountain Avenue	La Cienega Boulevard	Fairfax Avenue	35	30	-	-	30	85th
9	Fountain Avenue	Fairfax Avenue	La Brea Avenue	35	39	40	-	35	Option 2
10	Gardner Street	Fountain Avenue	Santa Monica Boulevard	25	30	-	-	25	CVC 22358.8
11	Holloway Drive	Sunset Boulevard	Santa Monica Boulevard	30	34	35	-	30	Option 2
12	La Brea Avenue	Fountain Avenue	Romaine Street	35	34	35	-	35	85th
13	La Cienega Boulevard	Sunset Boulevard	Romaine Street	30	33	35	-	30	Option 2
14	La Cienega Boulevard	Melrose Place	Rosewood Avenue	35	40	-	-	35	CVC 22358.8
15	Melrose Avenue	Doheny Drive	East City Limit	35	37	-	35	35	85th
16	Robertson Boulevard	Santa Monica Boulevard	South City Limit	30	36	-	35	30	CVC 22358.8
17	San Vicente Boulevard	Sunset Boulevard	Santa Monica Boulevard	35	39	40	-	35	Option 2
18	San Vicente Boulevard	Santa Monica Boulevard	Beverly Boulevard	35	39	40	-	35	Option 2
19	Santa Monica Boulevard	Doheny Drive	Croft Avenue	35	38	40	-	35	Option 2
20	Santa Monica Boulevard	Croft Avenue	Fairfax Avenue	30	36	-	35	30	CVC 22358.8
21	Santa Monica Boulevard	Fairfax Avenue	East City Limit	30	34	35	-	30	Option 2
22	Sunset Boulevard	West City Limit	Holloway Drive	35	38	40	-	35	Option 2
23	Sunset Boulevard	Holloway Drive	East City Limit	35	33	35	-	35	85th
24	Vista Street	Santa Monica Boulevard	Romaine Street	30	30	-	-	30	85th

Justifications:

85th: Recommended speed limit is the prevailing 85th percentile speed rounded to the nearest 5 mph increment

Option 2: For cases in which the nearest 5 mph increment of 85th percentile speed would require rounding up, the speed limit may instead be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 22358.6 (c).

CVC 22358.8: allows a local authority to retain the currently adopted speed limit if that speed limit was established by an E&TS and a registered engineer has determined that no additional general purpose lanes have since been added to the segment of road.

2. METHODOLOGY

2.1. STATUTORY AND REGULATORY REQUIREMENTS

The 2023 Traffic Speed Zone Survey in the City fulfills California Vehicle Code (CVC) Sections 22357, 22358, and 22358.6, which require local agencies to follow certain procedures established by Caltrans when establishing new speed limits and revising existing speed limits. Furthermore, CVC 40802 requires speed limits enforced by radar or any other electronic device that measures the speed of moving objects to be evaluated on a recurring basis by an E&TS conforming to CVC 627. If an E&TS is more than 5 years old, the speed zone is a "speed trap" under CVC 40802 and courts may reject evidence of speeding obtained through radar or other electronic devices. If conditions under CVC 40802(c)(1) relating to enforcement training and equipment certification have been met, an E&TS may be up to 7 years old, and up to 14 years old if a registered engineer also determines that roadway and traffic conditions have not changed significantly.

On January 1, 2023, CVC 22358.6 became effective requiring the Department of Transportation (i.e., Caltrans) to revise the California Manual of Uniform Traffic Control Devices so that speed limits are based on field-collected speed data. The procedure is built around a spot speed survey that typically employs a radar gun or other electronic device to measure speeds of motor vehicles traveling at free-flow speeds in each direction for a two-way street. The most important data point collected is the 85th percentile speed, which is the speed at or below 85 percent of motor vehicles travel.

According to California MUTCD Section 2B.13 Paragraph 12a, the posted speed limit "shall be established at the nearest 5-mph increment of the 85th percentile speed of free-flowing traffic." Thus, a segment with an 85th percentile speed of 32 mph would have a rounded-down posted speed limit of 30 mph, while another segment with an 85th percentile speed of 33 mph would have a rounded-up posted speed limit of 35 mph. In the same paragraph, the MUTCD allows the speed limit to be lowered using one of two options that depend on whether the 85th percentile speed has been rounded down or up. The options may be applied as follows:

- Rounded down: Option 1 within MUTCD Section 2B.13 Paragraph 12a says "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." The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and may optionally consider residential density as well as pedestrian and bicycle safety. Presumably the basis for a speed limit that is more than 5 mph lower than the 85th percentile speed is something other than prevailing speeds, and is required to be documented in writing. Regarding conditions not readily apparent to the driver, CVC 22358.5 states 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."

- Rounded up: Option 2 within MUTCD Section 2B.13 Paragraph 12a says "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." Beyond the E&TS already required to establish a speed zone, an Option 2 round down requires no additional documentation to justify its use.

Although Option 1 could also be applied where recorded speeds are rounded up, Option 2 achieves the same reduced speed limit with lesser documentation requirements. According to the MUTCD, Option 1's documentation requirements consist of an E&TS that "shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer." When either of these options is employed, further reduction of the speed limit is typically prohibited unless the speed zone is designated as a "safety corridor" or is adjacent to "land or facilities that generate high concentrations of bicyclists and pedestrians," as defined in the MUTCD. In addition to adjacent land uses, high rates (top 20% within a region for a given 3 to 5-year period) of crashes involving death or injury may also be used to qualify roads for classification into either category. Outside of the above two instances, there is little guidance on the role of crash data in setting speed limits in most cases. CVC 627(c)(1) provides specific guidance on residential density and setting speed limits. Many residential neighborhoods in West Hollywood meet the density threshold of 16 separate dwelling houses or business structures per quarter mile. The statute does not apply to roads within a business district. CVC 627(c)(2) and CVC 22358.7 allow for increased consideration for vulnerable pedestrian groups, such as children, seniors, person with disabilities, and the unhoused.

Added in 2022, CVC 22358.7, 22358.8, and 22358.9 provide more options to reduce speed limits. In addition to the consideration for vulnerable pedestrians, CVC 22358.7 also allows for reduced speed limits by up to 5 additional miles per hour on roads designated as "safety corridors." Speed limits may not, however, be reduced under this section until June 30, 2024, or until an online adjudication system for traffic citations is available, whichever comes sooner. CVC 22358.8 allows for lowering speed limits by adopting one of the two most recently adopted speed limits, as long as the reduction amounts to not more than 5 miles per hour from either of the two most recently adopted speed limits and a registered engineer determines that no additional general purpose lanes have been added to the roadway segment since the last E&TS. CVC 22358.9 allows for speed limits to be reduced to 20 or 25 miles per hour in "business activity districts." Criteria for such a district include a density threshold of at least 50% retail or dining properties along the road, the presence of on-street parking, traffic control devices spaced less than 600 feet apart, and uncontrolled marked crosswalks. Speed limits adopted under these sections are not considered speed traps under CVC 40802.

While the California MUTCD allows options for *lowering* the posted speed, it has no provision for *raising* the speed limit above the nearest 5-mph increment of the 85th percentile speed.

2.2. COLLISION DATA

Consideration of accident data is a requirement for an E&TS as defined in CVC 627. To meet this requirement, this survey examined collision records for each segment from 2020 and 2021. Collision records were sourced from the California Highway Patrol Statewide Integrated Traffic Records System (CHP SWITRS). However, CVC 22358.6 restricts the deviation of the speed limit from the 85th percentile speed in most cases, thereby reducing the role of accident data in defining the posted speed limit.

A collision rate was calculated for each study segment and compared to the collision rate that can be reasonably expected to occur on streets and highways of the same characteristics countywide. These expected collision rates, developed by the Los Angeles County Department of Public Works (LACDPW), are shown in Table 2. If the calculated collision rate was higher than the expected collision rate by a margin

exceeding the given standard deviation of the mean, it was deemed significantly higher than expected.

Table 2 – LA County Expected Collision Rates

Highway / Operational Classification	Land Use	No. of Lanes	Prevailing Speed	Collision Rate (C/MVM)	Standard Deviation of Mean
Major Arterial	Commercial/Residential	6+	<40	1.73	0.70
Major Arterial	Commercial/Residential	6+	≥40	1.15	0.65
Major Arterial	Commercial/Residential	2-4	<40	2.15	0.88
Major Arterial	Commercial/Residential	2-4	≥40	1.15	0.09
Secondary Arterial	Commercial/Residential	2-4	<40	1.32	0.74
Secondary Arterial	Commercial/Residential	2-4	≥40	0.84	0.27
Collector Street	Commercial/Residential	2	Prevailing	1.96	0.71
Local Street	Commercial/Residential	2	Prevailing	2.61	0.92

Note that the LACDPW's operational classifications do not perfectly match those used by the City. Specifically, the City does not differentiate between Major Arterials and Secondary Arterials. For the purposes of this survey, collision rates for streets classified by the City as Arterial were compared against LACDPW rates for Major Arterials. LACDPW classifications also assume that Collector streets have a maximum of 2 lanes, as shown in Table 2. Some streets in the City classified as Collectors have 4 lanes. Collisions rates for these streets were compared to LACDPW rates for Secondary Arterials.

The current collision rate for each segment was calculated using the following formula:

Collision Rate = (N *1,000,000) / (ADT*L*D*Y)

- N: Number of all collisions (midblock and intersection) within the study segment
- Y: Number of years included in collision count
- ADT: Average daily traffic
- L: Length of segment in miles
- D: Number of days in 1 year (365)

Because of the highly urbanized nature of the City's street network, collision rates were often higher than the statewide rates. Nevertheless, the California Vehicle Code restricts the range of speed limit reduction regardless of the collision rate. Table 3 shows the total number of collisions for each street segment, as well as collisions related to unsafe speed, pedestrians, and cyclists.

Table 3 – West Hollywood Collision Rates, 2020 and 2021

Segment ID	Street Segment	Limits		Average Daily Traffic	Length (miles)	Lanes	Collision Rate (per MVM)	Expected Collision Rate (per MVM)	Pedestrian Collisions	Bike Collisions
		From	To							
1	Beverly Boulevard	Doheny Drive	East City Limit	28389	0.63	4	1.46	2.15	0	1
2	Crescent Heights Boulevard	North City Limit	Santa Monica Boulevard	27042	0.44	4	2.65	2.15	1	0
3	Crescent Heights Boulevard	Santa Monica Boulevard	Romaine Street	21031	0.14	4	2.79	2.15	0	0
4	Doheny Drive NB	Sunset Boulevard	Santa Monica Boulevard	8076	0.66	2	2.31	1.96	0	0
5	Doheny Drive NB	Santa Monica Boulevard	South City Limit	7476	0.31	2	4.73	1.96	0	0
6	Doheny Road	West City Limit	Sunset Boulevard	7815	0.19	2	2.77	2.61	0	0
7	Fairfax Avenue	Fountain Avenue	Willoughby Avenue	26467	0.5	4	2.28	2.15	1	0
8	Fountain Avenue	La Cienega Boulevard	Fairfax Avenue	31597	0.86	4	2.62	1.32	5	0
9	Fountain Avenue	Fairfax Avenue	La Brea Avenue	29851	1	4	2.80	1.32	2	2
10	Gardner Street	Fountain Avenue	Santa Monica Boulevard	7073	0.25	2	1.55	2.61	0	0
11	Holloway Drive	Sunset Boulevard	Santa Monica Boulevard	18454	0.52	2	2.14	1.96	1	0
12	La Brea Avenue	Fountain Avenue	Romaine Street	28160	0.38	6	3.58	1.73	2	1
13	La Cienega Boulevard	Sunset Boulevard	Romaine Street	38399	0.39	4	3.38	1.32	0	1
14	La Cienega Boulevard	Melrose Place	Rosewood Avenue	39731	0.24	4	2.01	1.15	2	1
15	Melrose Avenue	Doheny Drive	East City Limit	12783	0.93	2	6.11	1.96	4	2
16	Robertson Boulevard	Santa Monica Boulevard	South City Limit	13585	0.54	2	3.17	1.96	3	1
17	San Vicente Boulevard	Sunset Boulevard	Santa Monica Boulevard	15085	0.42	4	3.03	1.32	0	0
18	San Vicente Boulevard	Santa Monica Boulevard	Beverly Boulevard	19049	0.65	4	2.21	2.15	1	2
19	Santa Monica Boulevard	Doheny Drive	Croft Avenue	43138	1.1	4	2.71	2.15	10	7
20	Santa Monica Boulevard	Croft Avenue	Fairfax Avenue	36177	0.74	4	2.87	2.15	4	3
21	Santa Monica Boulevard	Fairfax Avenue	East City Limit	37352	1.04	4	3.70	2.15	12	3
22	Sunset Boulevard	West City Limit	Holloway Drive	33794	0.61	4	3.39	2.15	3	1
23	Sunset Boulevard	Holloway Drive	East City Limit	35321	1.01	4	3.07	2.15	6	1
24	Vista Street	Santa Monica Boulevard	Romaine Street	5047	0.15	2	3.62	2.61	0	0

2.3. DATA COLLECTION

Data was obtained regarding the prevailing speed of vehicles, traffic collisions, roadway conditions, pedestrian activities, on-street parking, proximity of schools, and land use adjacent to the roadways. Radar speed measurements were conducted in July and August 2023 by National Data Services, Inc. Daily traffic counts were also collected by National Data Services, Inc. in July and August 2023.

The California MUTCD provides some guidance in the performance of an E&TS, including the following:

- *"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."*
- *"Speed measurements should be taken during off peak hours on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic."*

The criteria and procedures described below were applied when using the electronic radar to measure vehicle speeds on selected streets within the City of West Hollywood. Traffic speeds in both directions were recorded, except that only the northbound data was applied for Doheny Drive where the southbound lane lies within the City of Beverly Hills. The specific location on each street segment was selected after considering the following:

1. Minimum stop sign or traffic signal influence
2. Minimum visibility restrictions
3. Non-congested traffic flows away from intersections, major driveways, crosswalks, railroad crossings, and unusual turning movements
4. Minimum influence from parked vehicles, dips, curves, or roadway conditions that would affect the normal operation of a vehicle

The hours of radar operation were restricted to off-peak periods for heavily traveled streets, and to off-peak or non-congested peak periods on lightly traveled streets. All surveys were conducted in clear weather. The radar measurements were taken in an unmarked vehicle. At least 100 samples were obtained for each street segment surveyed.

Collision data was obtained from the City of West Hollywood for the period ranging from January 1, 2020 to December, 31 2021.

A review of all surveyed street segments was conducted to document highway, traffic, and roadside conditions not readily apparent to motorists.

2.4. REVIEW CRITERIA

For the purposes of this document, the statutes and regulations that were in effect as of mid-2023 were interpreted as follows:

- CVC 40802 requires an E&TS for segments where radar or similar devices are used for enforcement.

Appendix C of this document contains a separate E&TS for every segment.

- CVC 627 requires an E&TS to consider prevailing speeds, accident data, and conditions not readily apparent to the driver, and to optionally consider residential density and pedestrian and bicycle safety.
- MUTCD 2B.13 Paragraph 12 requires posted speed limits to be in increments of 5 mph. Speed limits cannot be more than 12.4 mph slower than the 85th percentile speed. Exceptions apply for streets adjacent to schools and senior centers and for highways subject to maximum speed limits.
- The MUTCD's standards regarding rounding of the 85th percentile speeds and application of optional reductions applies to the posting of speed limit signs, regardless of whether the speed limit is enforced by radar. Foregoing radar enforcement is not a justification to post a speed limit below the range allowed by the MUTCD.
- A recorded 85th percentile speed for which the nearest 5-mph increment requires rounding up may be rounded down in accordance with the MUTCD's Option 2, but no further reduction may be applied.
- A recorded 85th percentile speed for which the nearest 5-mph increment requires rounding down may be further reduced by 5 miles per hour in accordance with MUTCD's Option 1. The reduction must be documented in writing in the E&TS and approved by a registered civil or traffic engineer based on considerations other than prevailing speeds, such as accident data, conditions not readily apparent to the driver, residential density, and pedestrian and bicycle safety.
    - According to CVC 22358.5, "Conditions not readily apparent to the driver" exclude roadway width, curvature, grade, and surface conditions.
    - If residential density is to be considered per CVC 627(c)(1), judgment will be applied as to whether a street lined with apartment buildings and condominiums should be considered a business district or a residential district.
    - For this study, an 85th percentile speed that coincided with a 5-mph increment was regarded as eligible for an Option 1 reduction, but not for an Option 2 round-down.
- CVC 22358.8 allows for lowering speed limits by adopting one of the two most recently adopted speed limits, as long as the reduction amounts to not more than 5 miles per hour from either of the two most recently adopted speed limits and a registered engineer determines that no additional general purpose lanes have been added to the roadway segment since the last E&TS. It is regarded as a standalone optional speed limit reduction method and not used in conjunction with MUTCD Options 1 or 2.

3. SUMMARY OF RECOMMENDATIONS

The E&TS documents contained in Appendix C of this report are intended to establish or justify posted speed limits that can be enforced by radar. Posted speed limits advise the motorist and enforcement agencies of reasonable speed for a particular section of highway for prevailing conditions. The posted speed limits are not absolute maximums, but rather prima facie speed limits for which violations would be cited under the Basic Speed Law (Section 22350 of the CVC). CVC 22350 states that a person shall not drive a vehicle at a speed greater than is safe, having regard for traffic, roadway and weather conditions. A prima facie limit merely suggests a safe speed under normal conditions.

For 6 of the 24 street segments, the 85th percentile speed recorded in spot speed surveys, when rounded off to the nearest 5 mph increment, matched the existing posted speed limit. As a result, the posted speed limits for the 6 segments are recommended to remain unchanged.

For 12 of the 24 street segments, the nearest 5 mph increment is greater than the 85th percentile speeds and would result in raising the speed limit by 5 miles per hour over the posted speeds. However, California Vehicle Code Section 22358.6, effective January 1, 2023, allows a local agency to round off a speed downward to the next 5-mph increment below, rather than upward to the nearest 5 mph increment above. The downward adjustment under CVC these sections is described as "Option 2" within the California Manual of Uniform Traffic Control Devices (MUTCD), Section 2B.13 Paragraph 12a. The posted speed limits for the 12 segments are recommended to remain unchanged.

For 4 of the 24 street segments, the nearest 5 mph increment is less than or equal to the 85th percentile speed and would result in raising the speed limit by 5 miles per hour. CVC 22358.8 allows for lowering speed limits by adopting one of the two most recently adopted speed limits, as long as the reduction amounts to not more than 5 miles per hour from either of the two most recently adopted speed limits and a registered engineer determines that no additional general purpose lanes have been added to the roadway segment since the last E&TS. The 4 segments, despite having prevailing speeds over the existing speed limit, are recommended to retain their existing posted speed limits in accordance with CVC 22358.8.

Finally, for 2 of the 24 street segments, the 85th percentile speed recorded in spot speed surveys, when rounded off to the nearest 5 mph increment, was 5 miles per hour *less* than the existing posted speed limit. These segments are Fairfax Avenue between Fountain Avenue and Willoughby Avenue, and Fountain Avenue between La Cienega Boulevard and Fairfax Avenue. As a result, the posted speed limits for the 2 segments are recommended to be reduced by 5 miles per hour.

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4. CERTIFICATION

This report includes the engineering and traffic surveys of speed limits within the City West Hollywood. The existing posted speed limits were reviewed for compliance with Section 40802 of the *California Vehicle Code* (CVC), which requires the preparation of engineering and traffic surveys for road segments with enforcement by radar or other electronic devices. The following reference materials were also used in the preparation of this Traffic and Engineering Survey:

1. *California Vehicle Code (CVC)* – As of January 1, 2023.

2. *California Manual of Uniform Traffic Control Devices (MUTCD), 2014 Revision 7* – State of California, Department of Transportation, Sacramento, California.

All data utilized in this report is on file in the Engineering Department, City of West Hollywood, 8300 Santa Monica Boulevard, West Hollywood, CA 90069.

The firm KOA Corporation (A Lochner Company), on behalf of the City of West Hollywood, has prepared this document.

I, Walter Okitsu, do herby certify that I am a Registered Traffic Engineer in the State of California. I have conducted this study for the City of West Hollywood, and this report was prepared under my supervision. Its contents are true and accurate to the best of my knowledge.

Walter Okitsu, P.E.
Registered Traffic Engineer 1406

APPENDIX A

APPLICABLE CALIFORNIA VEHICLE CODE SECTIONS

ENGINEERING AND TRAFFIC SURVEY DEFINED

627**.** (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

(Amended by Stats. 2021, Ch. 690, Sec. 1. (AB 43) Effective January 1, 2022.)

MUTCD AND SPEED LIMITS

21400. (b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(Amended by Stats. 2021, Ch. 690, Sec. 2. (AB 43) Effective January 1, 2022.)

BASIC SPEED LAW

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Amended Ch. 252, Stats. 1963. Effective September 20, 1963.

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.

(Amended by Stats. 2021, Ch. 690, Sec. 3. (AB 43) Effective January 1, 2022.).

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.

(Repealed (in Sec. 28) and added by Stats. 1995, Ch. 766, Sec. 29. Effective January 1, 1996. This section became operative, by its own provisions, on the date described in Section 22366.)

DECREASE NEAR CHILDREN'S PLAYSGROUNDS

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 miles per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

Added Ch. 508, Stats. 1989. Effective January 1, 1990.

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.

(Amended by Stats. 2021, Ch. 690, Sec. 5. (AB 43) Effective January 1, 2022.)

DECREASE ON NARROW STREET

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

Amended Ch. 1095, Stats. 1972. Effective March 7, 1973. Supersedes Ch. 372.

DECREASE OF LOCAL LIMITS NEAR SCHOOLS OR SENIOR CENTERS

22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

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

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

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

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

(A) A maximum of two traffic lanes.

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

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

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

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

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

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

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

(Amended by Stats. 2016, Ch. 208, Sec. 15. (AB 2906) Effective January 1, 2017.)

DOWNWARD SPEED ZONING

22358.5. It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Added Ch. 11, Stats. 1959. Effective September 18, 1959.

SETTING SPEED LIMITS AND OPTIONS FOR REDUCTION

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.

(Amended by Stats. 2022, Ch. 406, Sec. 2. (AB 1938) Effective January 1, 2023.)

SPEED LIMIT REDUCTIONS FOR SAFETY CORRIDORS

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.

(Added by Stats. 2021, Ch. 690, Sec. 7. (AB 43) Effective January 1, 2022.)

ADOPTING PREVIOUSLY-SET SPEED LIMITS

22358.8. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was

established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.

(c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

(Amended by Stats. 2022, Ch. 406, Sec. 3. (AB 1938) Effective January 1, 2023.)

SPEED LIMITS IN BUSINESS DISTRICTS

22358.9. (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.

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

(A) A maximum of four traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

(C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

(b) As used in this section, a "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Section 22358.7, has retained the currently adopted speed limit under Section 22358.8, or has restored the immediately prior adopted speed limit under Section 22358.8.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

(Amended by Stats. 2022, Ch. 406, Sec. 4. (AB 1938) Effective January 1, 2023.)

SPEED TRAPS

40802**.** (a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

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

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half 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, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(Amended by Stats. 2022, Ch. 406, Sec. 5. (AB 1938) Effective January 1, 2023.)

APPENDIX B

APPLICABLE CALIFORNIA MUTCD SECTIONS

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

Support:

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

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and

fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

Standard:

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

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

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

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

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

Support:

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

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

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

Option:

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

Guidance:

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

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

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

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

CVC Section 22358.6 – 85th-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).**

Option:

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

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. Refer to Section 22358.6(b).**

12c **The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).**

Support:

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

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

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

Standard:

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

Support:

12g CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

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

Standard:

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

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

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

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

Standard:

12l **Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a, and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as "safety corridor" or "land or facilities that generate high concentrations of bicyclists and pedestrians" in compliance with CVC Sections 22358.6(d) and 22358.7.**

Option:

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

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

CVC Section 22358.7(a)(1) – "Safety Corridor" Definition

Standard:

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

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

Option:

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

Standard:

12q **The prioritized subset of safety corridors shall:**

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

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

Guidance:

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

Option:

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

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

Standard:

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

Option:

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

CVC Section 22358.7(a)(2) – "Land or facility that generates high concentrations of bicyclists or pedestrians" definition

Standard:

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

Option:

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

Standard:

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

Option:

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

Standard:

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

Option:

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

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

Standard:

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

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

Option:

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

Standard:

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

12ah **If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).**

CVC Section 22358.9 – Business Activity District

Option:

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

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

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

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

Standard:

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

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 a signalized 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 Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

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:

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

Standard:

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

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

Guidance:

26 *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.*

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

A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.

B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,

C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.

D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.

E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.

F. The weather should be fair (dry pavement) with no unusual conditions prevailing.

G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.

H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.

J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.

L. Speed zoning should be coordinated with adjacent jurisdictions.

Support:

28 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:

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

A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.

B. Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

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

1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:

a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:

- A north arrow
- Engineer's station or post mileage
- Limits of the proposed zones
- Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.

- Collision rates for the zones involved
- Average daily traffic volume
- Location of traffic signals, signs and markings
- If the highway is divided, the limits of zones for each direction of travel
- Plotted 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.

31 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.

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

Guidance:

33 *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:

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

35 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.

36 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:

37 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:

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

Signs

Standard:

39 **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.**

40 **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.**

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

Guidance:

42 *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:

43 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.

44 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:

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

Option:

46 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:

47 **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.**

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

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

Option:

50 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:

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

Option:

52 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:

53 **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.**

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

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

Option:

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

Standard:

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

Option:

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

Standard:

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

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

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

Guidance:

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

56 *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:

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

Standard:

58 **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:

59 *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:

60 **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:

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

Standard:

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

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

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

Speed Enforced Signs

Option:

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

Guidance:

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

Support:

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

Option:

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

Guidance:

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

Option:

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

Standard:

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

Guidance:

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

Vehicle Speed Feedback Signs

Option:

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

Standard:

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

Guidance:

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

Option:

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

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

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

Support:

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

80 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:

81 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:

82 **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:

83 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:

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

Guidance:

85 *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:

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

Standard:

87 **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:

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

Standard:

89 **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:

90 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:

91 The following speed limits may apply:

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

Minimum Speed Limits on State Highways - See CVC 22400

Option:

92 The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.

- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

93 Refer to CVC 40802 for Speed Traps.

Standard:

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

Support:

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

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

Standard:

97 **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.**

98 **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.**

99 **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:

100 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:

101 *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:

102 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:

103 **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:

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

Standard:

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

Support:

106 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:

107 **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:

108 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:

109 **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:

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

APPENDIX C

ENGINEERING AND TRAFFIC SURVEYS FOR EACH SEGMENT

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 1: Beverly Boulevard between Doheny Drive and east city limit

This engineering and traffic survey (E&TS) was prepared for the segment of Beverly Boulevard between Doheny Drive and the east city limit in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Beverly Boulevard is classified as an arterial road in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has parallel on-street parking on both sides of the street.

The posted speed limit is 35 mph based on an E&TS performed in 2016. Speed data collected on July 26, 2023 revealed the 85th percentile speed to be 39 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in Section 2B.13 Paragraph 12a of the California Manual of Uniform Traffic Devices. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 19 collisions recorded over a two-year period and 28,389 average daily traffic, the calculated collision rate is 1.46 per MVM, which is below the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 35 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 2: Crescent Heights Boulevard between the north city limit and Santa Monica Boulevard

This engineering and traffic survey (E&TS) was prepared for the segment of Crescent Heights Boulevard between the north city limit and Santa Monica Boulevard in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Crescent Heights Boulevard is designated as an arterial street in the City of West Hollywood General Plan. The corridor contains residential land uses. The street has two travel lanes in each direction with a center turn lane and parallel on-street parking on both sides.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 31, 2023 revealed the 85th percentile speed to be 36 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 23 collisions recorded over a two-year period and 27,042 average daily traffic, the calculated collision rate is 2.65 per MVM, which is not significantly higher than the expected rate. No downward speed zoning is recommended based on collision records.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. However, an Option 1 reduction appears unnecessary and retaining the existing 35 mph speed limit appears reasonable.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 35 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 3: Crescent Heights Boulevard between Santa Monica Boulevard and Romaine Street

This engineering and traffic survey (E&TS) was prepared for the segment of Crescent Heights Boulevard between Santa Monica Boulevard and Romaine Street in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Crescent Heights Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The corridor contains residential land uses. The street has two travel lanes in each direction during peak hours, the outermost of which become on-street parking on both sides during off-peak hours.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 31, 2023 revealed the 85th percentile speed to be 38 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in Section 2B.13 Paragraph 12a of the California Manual of Uniform Traffic Devices. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 6 collisions recorded over a two-year period and 21,031 average daily traffic, the calculated collision rate is 2.79 per MVM, which is not significantly higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 35 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 4: Doheny Drive between Sunset Boulevard and Santa Monica Boulevard

This engineering and traffic survey (E&TS) was prepared for the segment of Doheny Drive between Sunset Boulevard and Santa Monica Boulevard for the northbound direction. The southbound direction of this Doheny Drive segment is under the jurisdiction of Beverly Hills. This E&TS is prepared in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Doheny Drive is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use is primarily medium-high density residential. The street has parallel on-street parking on both sides of the street.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 28, 2023 revealed the 85th percentile speed to be 39 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a collector road with 2 lanes is 1.96 per million vehicle miles (MVM). With 9 collisions recorded over a two-year period and 8,076 average daily traffic, the calculated collision rate is 2.31 per MVM, which is not significantly higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 35 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 5: Doheny Drive between the south city limit and Santa Monica Boulevard for the northbound direction

This engineering and traffic survey (E&TS) was prepared for the segment of Doheny Drive between the south city limit and Santa Monica Boulevard for the northbound direction. The southbound direction of this Doheny Drive segment is under the jurisdiction of Beverly Hills. This E&TS is prepared in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Doheny Drive is designated as a collector in the City of West Hollywood General Plan. The primary adjacent land-use along this section is multi-level residential units with several driveways exiting into the road.

The posted speed limit for this segment of Doheny Drive is 35 mph based on a 2016 E&TS. Speed data collected on July 26, 2023 revealed the 85th percentile speed to be 35 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

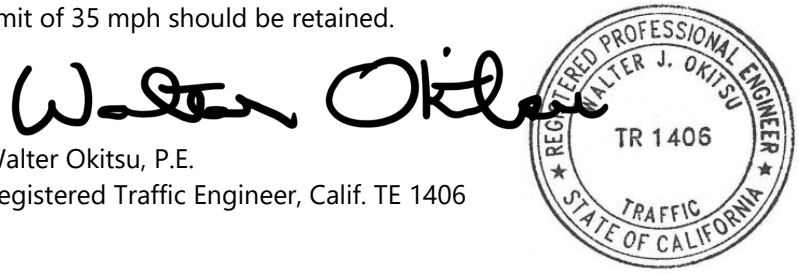
● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a collector road with 2 lanes is 1.96 per million vehicle miles (MVM). With 8 collisions recorded over a two-year period and 7,476 average daily traffic, the calculated collision rate is 4.73 per MVM, which is higher than the expected rate. Only one crash involved speed as a primary factor and did not result in serious injuries. After reviewing the collision data holistically, no downward speed zoning is recommended based on collision records.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. However, an Option 1 reduction appears to be unnecessary and retaining the existing 35 mph speed limit appears reasonable.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 35 mph should be retained.



Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 6: Doheny Road between west city limit and Sunset Boulevard

This engineering and traffic survey (E&TS) was prepared for the segment of Doheny Road between the west city limit and Sunset Boulevard in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Doheny Road is classified as a local street in the City of West Hollywood General Plan. The corridor contains commercial and some residential land uses. The street has on-street parking and one travel lane in either direction.

The posted speed limit is 25 mph based on a 2016 E&TS. Speed data collected on July 28, 2023 revealed that the 85th percentile speed to be 28 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 25 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a local road with 2 lanes is 2.61 per million vehicle miles (MVM). With 3 collisions recorded over a two-year period and 7,815 average daily traffic, the calculated collision rate is 2.77 per MVM, which is not significantly higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 25 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 7: Fairfax Avenue between Fountain Avenue and Willoughby Avenue

This engineering and traffic survey (E&TS) was prepared for the segment of Fairfax Avenue between Fountain Avenue and Willoughby Avenue in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Fairfax Avenue is designated as an arterial in the City of West Hollywood General Plan. The arterial is in a high-density commercial and residential area with on-street parking on both sides of the street. The segment south of Santa Boulevard has a landscaped median island.

The posted speed limit for Fairfax Avenue is 35 mph based on a 2016 E&TS. Speed data collected on August 2, 2023 revealed the 85th percentile speed to be 32 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 22 collisions recorded over a two-year period and 26,467 average daily traffic, the calculated collision rate is 2.28, which is not significantly higher than the expected rate. No further downward speed zoning is recommended.

● Highway, traffic, and roadside conditions not readily apparent to the driver: According to CVC 22358.5, "Conditions not readily apparent to the driver" exclude roadway width, curvature, grade, and surface conditions." No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. This segment has buffered bike lanes, which were previously used to justify an Option 1 reduction to establish the 35 mph speed limit recommended in the 2016 E&TS. Reduction beyond 30 mph is unnecessary and may lead to poor compliance and unsafe variations in speed, per MUTCD Section 2B.13 Paragraph 00.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 35 mph should be decreased to 30 mph.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 8: Fountain Avenue between La Cienega Boulevard and Fairfax Avenue

This engineering and traffic survey (E&TS) was prepared for the segment of Fountain Avenue between La Cienega Boulevard and Fairfax Avenue in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Fountain Avenue is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use contains high-density residential and some commercial land uses. During peak hours, the street has two travel lanes in each direction and parallel parking on the north side of the street. During off-peak hours, the southern-most travel lane may be used as parallel parking.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on August 2, 2023 revealed the 85th percentile speed to be 30 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a secondary arterial road with 2-4 lanes and prevailing speeds less than 40 mph is 1.32 per million vehicle miles (MVM). With 52 collisions recorded over a two-year period and 31,597 average daily traffic, the calculated collision rate is 2.62 per MVM, which exceeds the expected rate. However, after reviewing collision data, the 5 mph reduction due to low prevailing speeds is sufficient and no further downward speed zoning is recommended.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. However, an Option 1 reduction appears to be unnecessary and reducing the speed limit to 30 mph based on prevailing speeds appears reasonable.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 35 mph should be decreased to 30 mph.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 9: Fountain Avenue between Fairfax Avenue and La Brea Avenue

This engineering and traffic survey (E&TS) was prepared for the segment of Fountain Avenue between Fairfax Avenue and La Brea Avenue in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Fountain Avenue is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use contains high-density residential and some commercial land uses. Wider portions of the segment have two travel lanes in each direction and parallel parking on both sides of the street. On narrower portions, a travel lane on one side of the street may be used as parallel parking during off-peak hours.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 31, 2023 revealed the 85th percentile speed to be 39 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a secondary arterial road with 2-4 lanes and prevailing speeds less than 40 mph is 1.32 per million vehicle miles (MVM). With 61 collisions recorded over a two-year period and 29,851 average daily traffic, the calculated collision rate is 2.80 per MVM, which exceeds the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 35 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

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DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 10: Gardner Street between Fountain Avenue and Santa Monica Boulevard

This engineering and traffic survey (E&TS) was prepared for the segment Gardner Street between Fountain Avenue and Santa Monica Boulevard in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Gardner Street is designated as a local street in the City of West Hollywood General Plan. Gardner Street is a low-density residential street that has an undivided roadway with angled parking on both sides.

The posted speed limit for this section of Gardner Street is 25 mph based on a 2016 E&TS. Speed data collected on July 31, 2023 revealed the 85th percentile speed to be 30 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, CVC 22358.8 allows a local authority to retain the currently adopted speed limit if that speed limit was established by an E&TS and a registered engineer has determined that no additional general purpose lanes have since been added to the segment of road. No additional general purpose lanes have been added since the 2016 E&TS. This E&TS recommends retaining the existing 25 mph speed limit, as allowed under CVC 22358.8.

Though the application of CVC 22358.8 precludes any further reduction per MUTCD Section 2B.13 Paragraph 12af, CVC 627(b) requires the following to be considered in an E&TS:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a local road with 2 lanes is 2.61 per million vehicle miles (MVM). With 2 collisions recorded over a two-year period and 7073 average daily traffic, the calculated collision rate is 1.55 per MVM, which is below the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: According to CVC 22358.5, "Conditions not readily apparent to the driver" exclude roadway width, curvature, grade, and surface conditions." No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

The recorded 85th percentile speed was 30 mph, which does not round down any further. However, through the application of CVC 22358.8, the existing speed limit of 25 mph is recommended to be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 11: Holloway Drive between Sunset Boulevard and Santa Monica Boulevard

This engineering and traffic survey (E&TS) was prepared for the segment of Holloway Drive between Sunset Boulevard and Santa Monica Boulevard in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Holloway Drive is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use contains high-density residential and some commercial land uses. The street has one travel lane in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 30 mph based on a 2016 E&TS. Speed data collected on August 1, 2023 revealed the 85th percentile speed to be 34 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 30 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a collector road with 2 lanes is 1.96 per million vehicle miles (MVM). With 15 collisions recorded over a two-year period and 18,454 average daily traffic, the calculated collision rate is 2.14 per MVM, which is not significantly higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 30 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 12: La Brea Avenue between Fountain Avenue and Romaine Street

This engineering and traffic survey (E&TS) was prepared for the segment of La Brea Avenue between Fountain Avenue and Romaine Street in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

La Brea Avenue is classified as an arterial street in the City's General Plan. The corridor contains commercial land uses. The street has three travel lanes in each direction with a center turn lane. Two lanes in each direction are for general purpose use and, effective September 15, 2023, the third curbside lane is a bus priority lane during peak hours and may be used as on-street parking during off-peak hours.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 31, 2023 revealed the 85th percentile speed to be 34 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

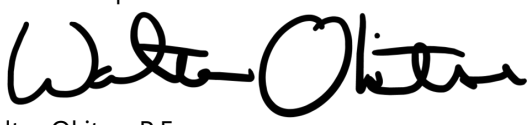
● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 6 or more lanes and prevailing speeds under 40 mph is 1.73 per million vehicle miles (MVM). With 28 collisions recorded over a two-year period and 28,160 average daily traffic, the calculated collision rate is 3.58 per MVM, which exceeds the expected rate. Only one collision record listed unsafe speed as a primary factor. No downward speed zoning is recommended based on collision records.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. However, an Option 1 reduction appears to be unnecessary and retaining the existing 35 mph speed limit appears reasonable.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 35 mph should be retained.



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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 13: La Cienega Boulevard between Sunset Boulevard and Romaine Street

This engineering and traffic survey (E&TS) was prepared for the segment of La Cienega Boulevard between Sunset Boulevard and Romaine Street in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

This segment of La Cienega Boulevard is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use is high-density residential with some commercial land uses. The street has two travel lanes in each direction and limited parallel on-street parking on the east side of the street.

The posted speed limit is 30 mph based on a 2016 E&TS. Speed data collected on August 1, 2023 revealed the 85th percentile speed to be 33 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 30 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a secondary arterial road with 2-4 lanes and prevailing speeds less than 40 mph is 1.32 per million vehicle miles (MVM). With 37 collisions recorded over a two-year period and 38,399 average daily traffic, the calculated collision rate is 3.38 per MVM, which exceeds the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 30 mph should be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 14: La Cienega Boulevard between Melrose Place and Rosewood Avenue

This engineering and traffic survey (E&TS) was prepared for the segment of La Cienega Boulevard between Melrose Place and Rosewood Avenue in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

This segment of La Cienega Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has two travel lanes in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 26, 2023 revealed the 85th percentile speed to be 40 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, CVC 22358.8 allows a local authority to retain the currently adopted speed limit if that speed limit was established by an E&TS and a registered engineer has determined that no additional general purpose lanes have since been added to the segment of road. No additional general purpose lanes have been added since the 2016 E&TS. This E&TS recommends retaining the existing 35 mph speed limit, as allowed under CVC 22358.8.

Though the application of CVC 22358.8 precludes any further reduction per MUTCD Section 2B.13 Paragraph 12af, CVC 627(b) requires the following to be considered in an E&TS:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds at or above 40 mph is 1.15 per million vehicle miles (MVM). With 14 collisions recorded over a two-year period and 39,731 average daily traffic, the calculated collision rate is 2.01 per MVM, which exceeds the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

The recorded 85th percentile speed was 40 mph, which does not round down any further. However, through the application of CVC 22358.8, the existing speed limit of 35 mph is recommended to be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 15: Melrose Avenue between Doheny Drive and east city limit

This engineering and traffic survey (E&TS) was prepared for the segment of Melrose Avenue between Doheny Drive and the east city limit in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Melrose Avenue is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has one travel lane in each direction with on-street parking on both sides of the street. East of La Cienega Boulevard, the street has two travel lanes in each direction.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 26, 2023 revealed the 85th percentile speed to be 37 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a collector road with 2 lanes is 1.96 per million vehicle miles (MVM). With 53 collisions recorded over a two-year period and 12,783 average daily traffic, the calculated collision rate is 6.11 per MVM, which exceeds the expected rate. Only three records listed unsafe speed as a primary factor. After reviewing the collision data, no downward speed zoning is recommended based on collision records.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. However, an Option 1 reduction appears to be unnecessary and retaining the existing 35 mph speed limit appears reasonable.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 35 mph should be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 16: Robertson Boulevard between Santa Monica Boulevard and south city limit

This engineering and traffic survey (E&TS) was prepared for the segment of Robertson Boulevard between Santa Monica Boulevard and the south city limit in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

This segment of Robertson Boulevard is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use contains high-density commercial and some residential land uses. The street has one travel lane in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 30 mph based on a 2016 E&TS. Speed data collected on July 27, 2023 revealed the 85th percentile speed to be 36 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, CVC 22358.8 allows a local authority to retain the currently adopted speed limit if that speed limit was established by an E&TS and a registered engineer has determined that no additional general purpose lanes have since been added to the segment of road. No additional general purpose lanes have been added since the 2016 E&TS. This E&TS recommends retaining the existing 30 mph speed limit, as allowed under CVC 22358.8.

Though the application of CVC 22358.8 precludes any further reduction per MUTCD Section 2B.13 Paragraph 12af, CVC 627(b) requires the following to be considered in an E&TS:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a collector road with 2 lanes is 1.96 per million vehicle miles (MVM). With 17 collisions recorded over a two-year period and 13,585 average daily traffic, the calculated collision rate is 3.17 per MVM, which exceeds the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

The recorded 85th percentile speed was 36 mph, which does not round down any further than 35 mph. However, through the application of CVC 22358.8, the existing speed limit of 30 mph is recommended to be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 17: San Vicente Boulevard between Sunset Boulevard and Santa Monica Boulevard

This engineering and traffic survey (E&TS) was prepared for the segment of San Vicente Boulevard between Sunset Boulevard and Santa Monica Boulevard in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

The segment of San Vicente Boulevard is classified as a collector street in the City of West Hollywood General Plan. The adjacent land use is high-density residential. The street has two travel lanes in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 28, 2023 revealed the 85th percentile speed to be 39 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a secondary arterial road with 2-4 lanes and prevailing speeds less than 40 mph is 1.32 per million vehicle miles (MVM). With 14 collisions recorded over a two-year period and 15,085 average daily traffic, the calculated collision rate is 3.03 per MVM, which exceeds the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 35 mph should be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 18: San Vicente Boulevard between Santa Monica Boulevard and Beverly Boulevard

This engineering and traffic survey (E&TS) was prepared for the segment of San Vicente Boulevard between Santa Monica Boulevard and Beverly Boulevard in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

The segment of San Vicente Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The adjacent land uses are residential and high-density commercial. The street has two travel lanes in each direction. There is parallel parking on either side south of Melrose Avenue.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 27, 2023 revealed the 85th percentile speed to be 39 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 20 collisions recorded over a two-year period and 19,049 average daily traffic, the calculated collision rate is 2.21 per MVM, which is not significantly higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 35 mph should be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 19: Santa Monica Boulevard between Doheny Drive and Croft Avenue

This engineering and traffic survey (E&TS) was prepared for the segment of Santa Monica Boulevard between Doheny Drive and Croft Avenue in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Santa Monica Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has two travel lanes in each direction with on-street parking on both sides of the street.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 28, 2023 revealed the 85th percentile speed to be 38 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 94 collisions recorded over a 2-year period and 43,138 average daily traffic, the calculated collision rate is 2.71 per MVM, which is not significantly higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing posted speed limit of 35 mph should be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 20: Santa Monica Boulevard between Croft Avenue and Fairfax Avenue

This engineering and traffic survey (E&TS) was prepared for the segment of Santa Monica Boulevard between Croft Avenue and Fairfax Avenue in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

The segment of Santa Monica Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has two travel lanes in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 30 mph based on a 2016 E&TS. Speed data collected on August 1, 2023 revealed the 85th percentile speed to be 36 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, CVC 22358.8 allows a local authority to retain the currently adopted speed limit if that speed limit was established by an E&TS and a registered engineer has determined that no additional general purpose lanes have since been added to the segment of road. No additional general purpose lanes have been added since the 2016 E&TS. This E&TS recommends retaining the existing 30 mph speed limit, as allowed under CVC 22358.8.

Though the application of CVC 22358.8 precludes any further reduction per MUTCD Section 2B.13 Paragraph 12af, CVC 627(b) requires the following to be considered in an E&TS:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 56 collisions recorded over a two-year period and 36,177 average daily traffic, the calculated collision rate is 2.87 per MVM, which is not significantly higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

The recorded 85th percentile speed was 36 mph, which does not round down any further than 35 mph. However, through the application of CVC 22358.8, the existing speed limit of 30 mph is recommended to be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 21: Santa Monica Boulevard between Fairfax Avenue and east city limit

This engineering and traffic survey (E&TS) was prepared for the segment of Santa Monica Boulevard between Fairfax Avenue and the east city limit in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

The segment of Santa Monica Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has two travel lanes in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 30 mph based on a 2016 E&TS. Speed data collected July 31, 2023 revealed the 85th percentile speed to be 34 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 30 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 105 collisions recorded over a two-year period and 37,352 average daily traffic, the calculated collision rate is 3.70 per MVM, which is higher than the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds rounded down per Option 2, the existing speed limit of 30 mph should be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 22: Sunset Boulevard between west city limit and Holloway Drive

This engineering and traffic survey (E&TS) was prepared for the segment of Sunset Boulevard between the west city limit and Holloway Drive in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

This segment of Sunset Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has two travel lanes in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on July 31, 2023 revealed the 85th percentile speed to be 38 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the local authority may instead optionally round down the speed limit to the lower five miles per hour increment, but then the local authority shall not reduce the speed limit any further for any reason. This round-down option is described under Option 2 in the California Manual of Uniform Traffic Devices, Section 2B.13 Paragraph 12a. This E&TS recommends applying the Option 2 round-down, thereby retaining the existing 35 mph speed limit.

Application of the CVC 22358.6(c) Option 2 round-down precludes further reduction in the speed limit. Nevertheless, the following are provided to fulfill the requirements of CVC 627(b):

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 51 collisions recorded over a two-year period and 33,794 average daily traffic, the calculated collision rate is 3.39 per MVM, which exceeds the expected rate.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

Recommendation

Based on prevailing speeds and without the application of an Option 2 round-down, the existing posted speed limit of 35 mph should be retained.

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CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 23: Sunset Boulevard between Holloway Drive and east city limit

This engineering and traffic survey (E&TS) was prepared for the segment of Sunset Boulevard between Holloway Drive and east city limit accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Sunset Boulevard is classified as an arterial street in the City of West Hollywood General Plan. The adjacent land use is high-density commercial. The street has two travel lanes in each direction and parallel on-street parking on both sides of the street.

The posted speed limit is 35 mph based on a 2016 E&TS. Speed data collected on August 1, 2023 revealed the 85th percentile speed to be 33 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

● Accident Records: According to the Los Angeles County Department of Public Works 2013 Collision Rate Analysis Report, the expected collision rate on a major arterial road with 2-4 lanes and prevailing speeds under 40 mph is 2.15 per million vehicle miles (MVM). With 80 collisions recorded over a two-year period and 35,321 average daily traffic, the calculated collision rate is 3.07 per MVM, which exceeds the expected rate. 7 collision records show unsafe speed as the primary factor. However, after reviewing the collision data, no downward speed zoning is recommended based on collision records.

● Highway, traffic, and roadside conditions not readily apparent to the driver: According to CVC 22358.5, "Conditions not readily apparent to the driver" exclude roadway width, curvature, grade, and surface conditions." No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. However, an Option 1 reduction appears to be unnecessary and retaining the existing 35 mph speed limit appears reasonable.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 35 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

CITY OF WEST HOLLYWOOD

DEPARTMENT OF PUBLIC WORKS

Engineering and Traffic Survey, September 2023

Segment 24: Vista Street between Santa Monica Boulevard and Romaine Avenue

This engineering and traffic survey (E&TS) was prepared for the segment of Vista Street between Santa Monica Boulevard and Romaine Avenue in accordance with California Vehicle Code (CVC) Section 627. An E&TS is required under CVC 40802 if speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. CVC 40802 further requires speed zones to be evaluated on a recurring basis to avoid being a "speed trap". If the E&TS is more than 5 years old, courts may reject evidence of speeding obtained through radar or other electronic devices. The E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met, and up to 14 years old if a registered engineer also determines that there have been no significant changes to road and traffic conditions.

Vista Street is designated as a local street in the City of West Hollywood General Plan. The adjacent land-use is a medium-density residential neighborhood with angle parking on both sides of the street.

The posted speed limit for this section of Vista Street is 30 mph based on a 2016 E&TS. Speed data collected on July 31, 2023 revealed the 85th percentile speed to be 30 mph.

CVC 22358.6(a) requires the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, the local authority may apply Option 1 within MUTCD Section 2B.13 Paragraph 12a which says, "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." The cited CVC Section 627 says the E&TS must consider the following:

● Accident Records: Two collisions were recorded over a two-year period. Collision records do not indicate that unsafe speed was a primary factor in either collision, nor do they indicate the presence of any injuries, pedestrian involvement, or cyclist involvement. No downward speed zoning is recommended based on collision records.

● Highway, traffic, and roadside conditions not readily apparent to the driver: No downward speed zoning is recommended based on highway, traffic, and roadside conditions not readily apparent to the driver.

CVC 627 also allows optional consideration of residential density as well as pedestrian and bicycle safety. However, an Option 1 reduction appears to be unnecessary and retaining the existing 30 mph speed limit appears reasonable.

Recommendation

Based on prevailing speeds and without the application of an Option 1 reduction, the existing posted speed limit of 30 mph should be retained.

Walter Okitsu, P.E.
Registered Traffic Engineer, Calif. TE 1406

APPENDIX D

SPOT SPEED STUDIES

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Beverly Blvd Bet. Doheny Dr & East City Limit
TIME: 10:00-11:40 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-001**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	8
24	1
25	2
26	3
27	3
28	1
29	10
30	7
31	6
32	5
33	6
34	2
35	
36	1
37	2
38	2
39	6
40	1
41	2
42	1
43	
44	
45	
46	
47	1
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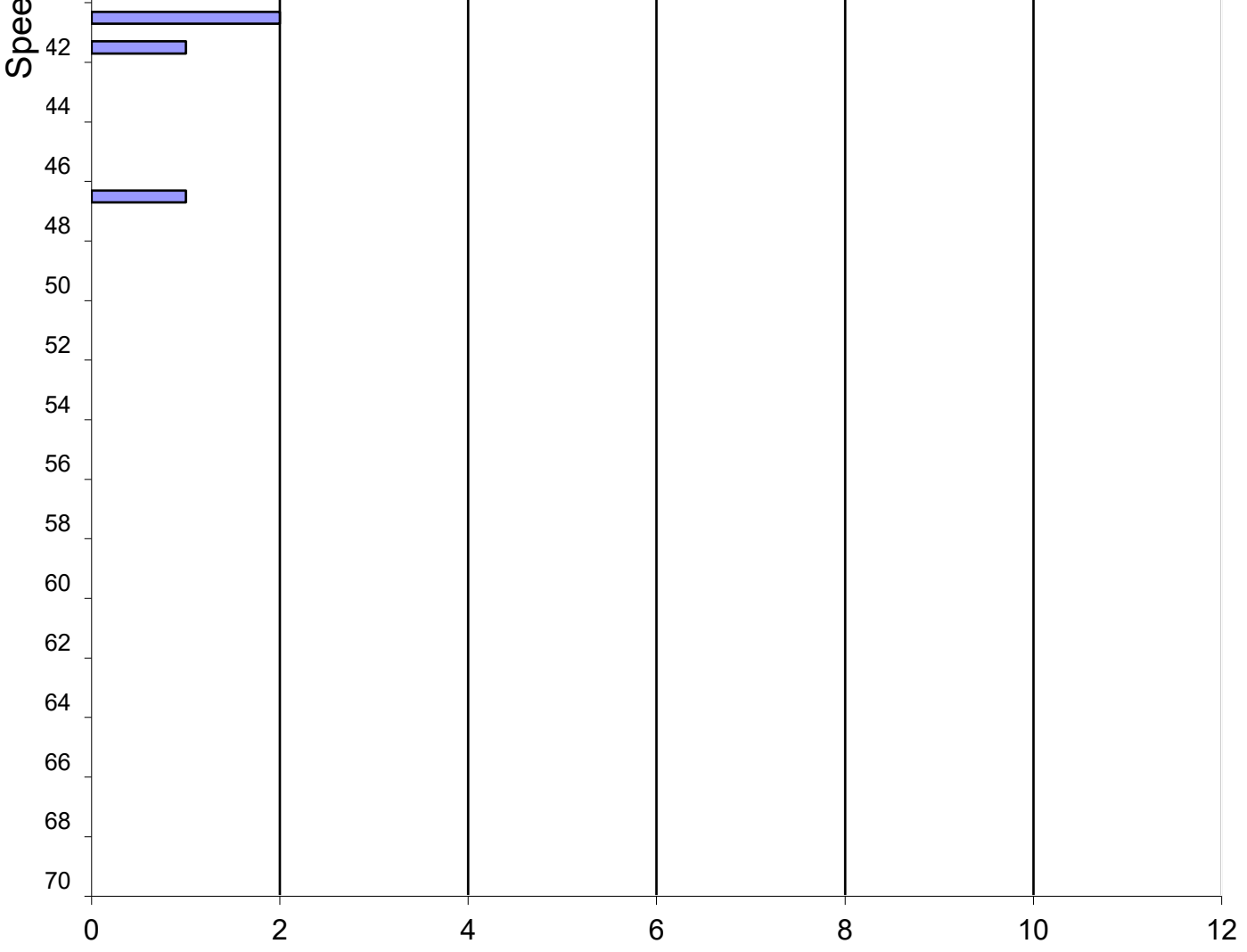
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	70	23 - 47	30 mph	39 mph	23 - 32	46	66%	0% / 0	35% / 24

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Beverly Blvd Bet. Doheny Dr & East City Limit
TIME: 10:00-11:40 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-001**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	1
22	2
23	2
24	3
25	3
26	3
27	5
28	1
29	2
30	3
31	2
32	4
33	6
34	2
35	3
36	
37	2
38	
39	2
40	
41	1
42	1
43	1
44	
45	2
46	
47	1
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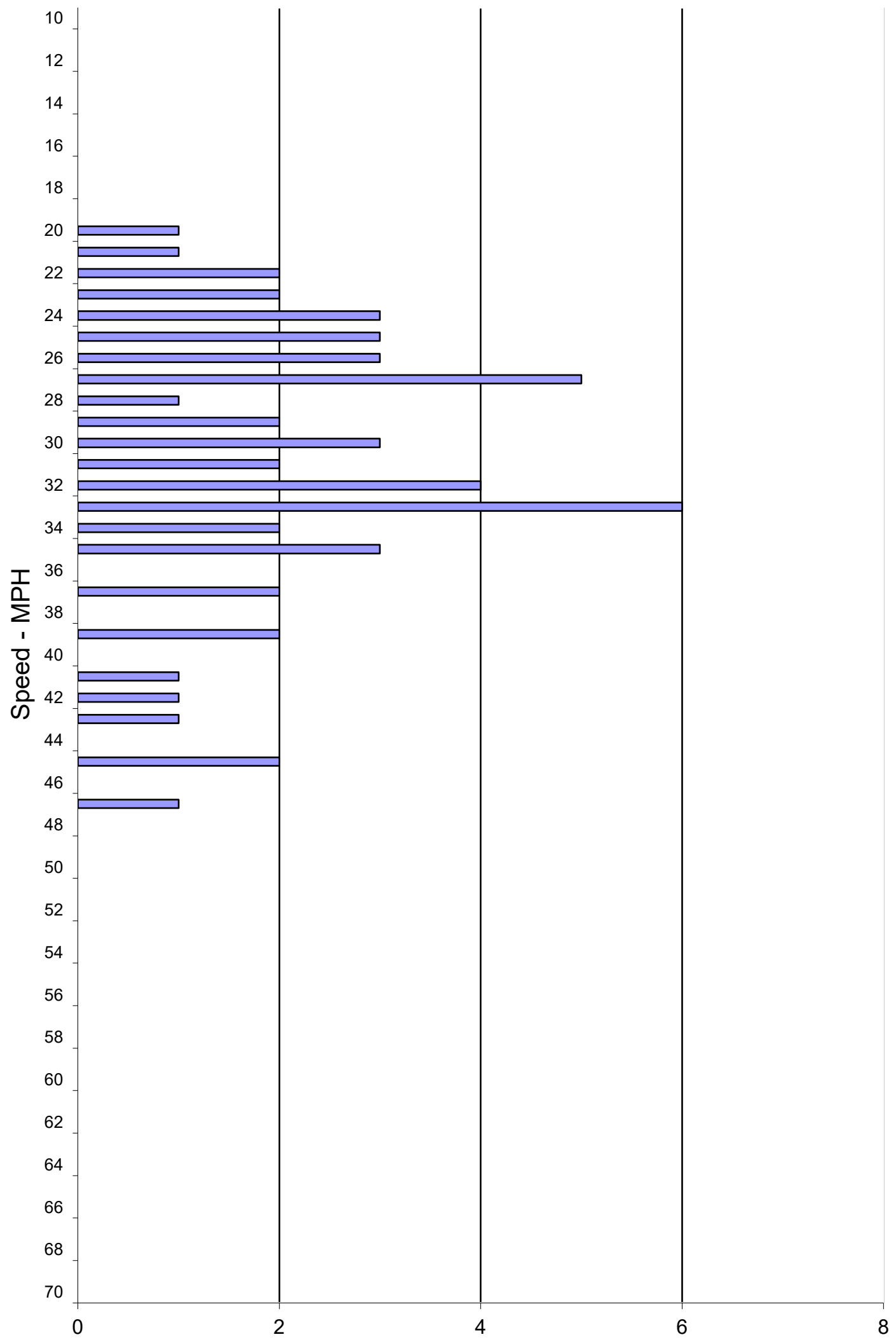

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	20 - 47	31 mph	39 mph	24 - 33	32	60%	11% / 6	29% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Beverly Blvd Bet. Doheny Dr & East City Limit
TIME: 10:00-11:40 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-001**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	1
22	2
23	10
24	4
25	5
26	6
27	8
28	2
29	12
30	10
31	8
32	9
33	12
34	4
35	3
36	1
37	4
38	2
39	8
40	1
41	3
42	2
43	1
44	
45	2
46	
47	2
48	
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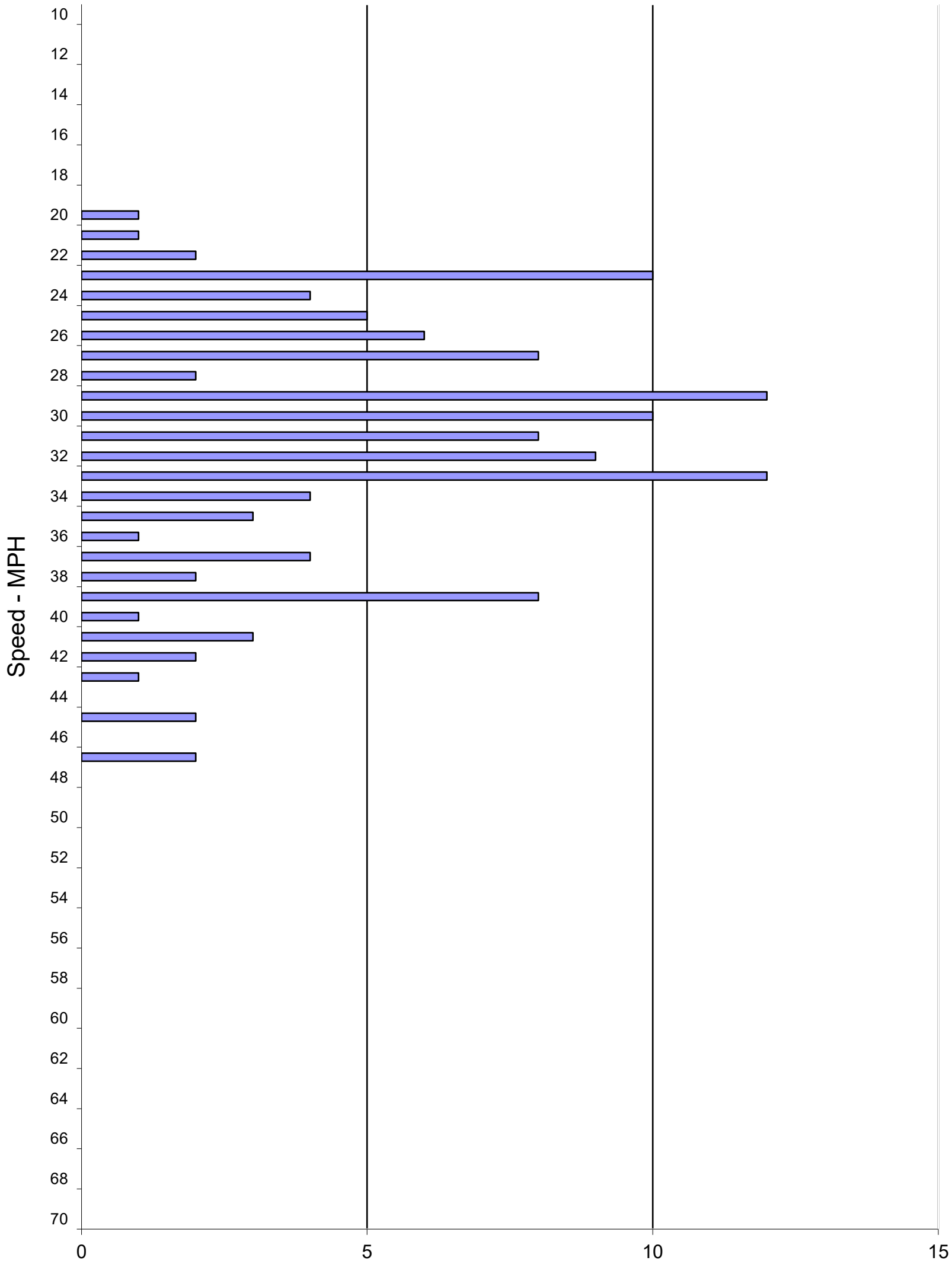
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	123	20 - 47	31 mph	39 mph	24 - 33	76	62%	11% / 14	27% / 33

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Crescent Heights Blvd Bet. North City Limit & Santa Monica Blvd
TIME: 11:00-12:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-004**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	1
23	5
24	3
25	3
26	2
27	2
28	2
29	11
30	5
31	4
32	3
33	
34	3
35	4
36	4
37	1
38	1
39	2
40	
41	1
42	1
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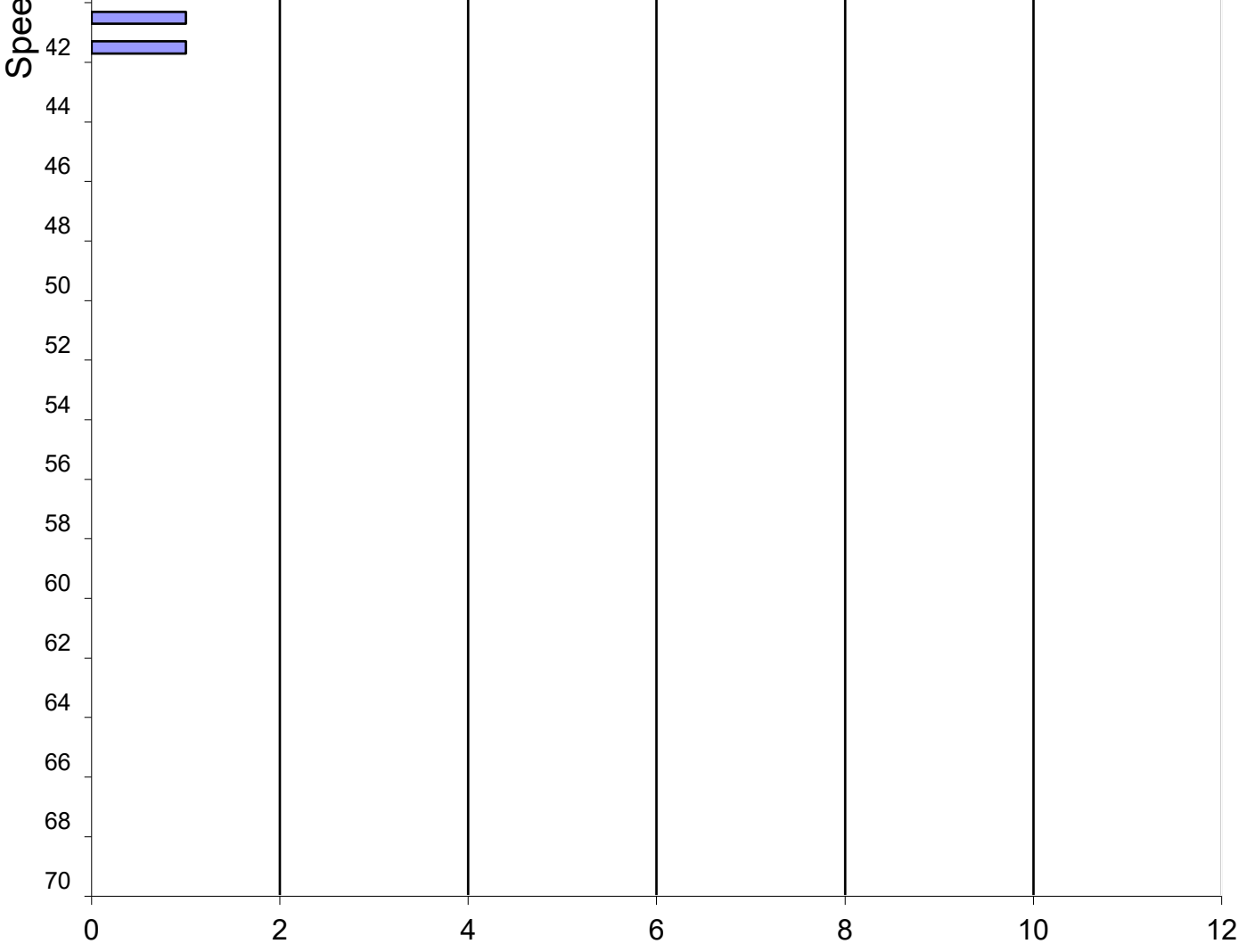
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	22 - 42	29 mph	36 mph	23 - 32	40	69%	1% / 1	30% / 17

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Crescent Heights Blvd Bet. North City Limit & Santa Monica Blvd
TIME: 11:00-12:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-004**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	
22	3
23	
24	1
25	8
26	7
27	1
28	7
29	2
30	5
31	3
32	1
33	2
34	3
35	1
36	
37	3
38	3
39	2
40	
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42	1
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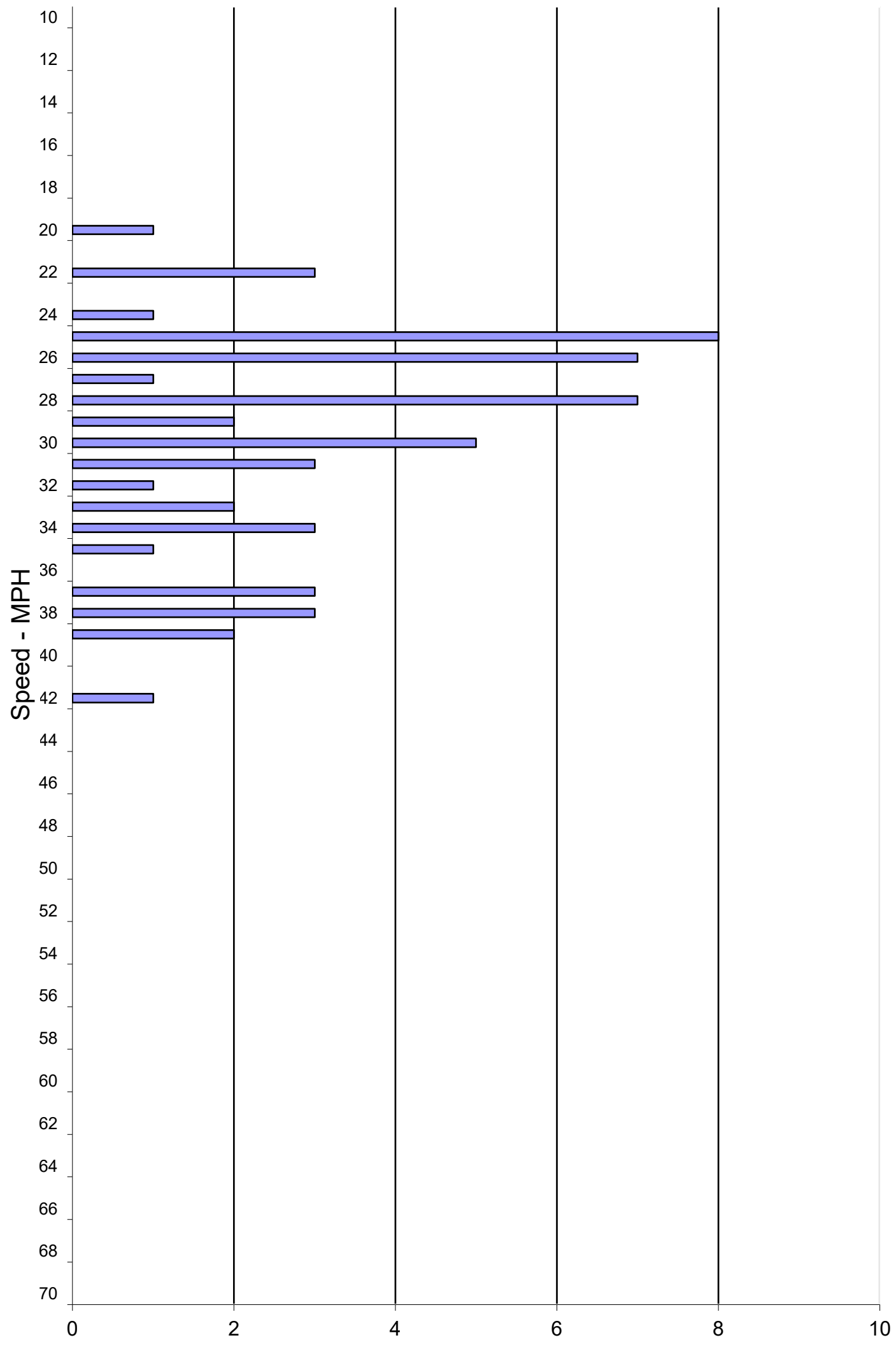
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	20 - 42	28 mph	37 mph	25 - 34	39	72%	9% / 5	19% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Crescent Heights Blvd Bet. North City Limit & Santa Monica Blvd
TIME: 11:00-12:30 **Posted Speed:** 35 MPH Clear/Dry **Project #:** 23-020251-004

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	
22	4
23	5
24	4
25	11
26	9
27	3
28	9
29	13
30	10
31	7
32	4
33	2
34	6
35	5
36	4
37	4
38	4
39	4
40	
41	1
42	2
43	
44	
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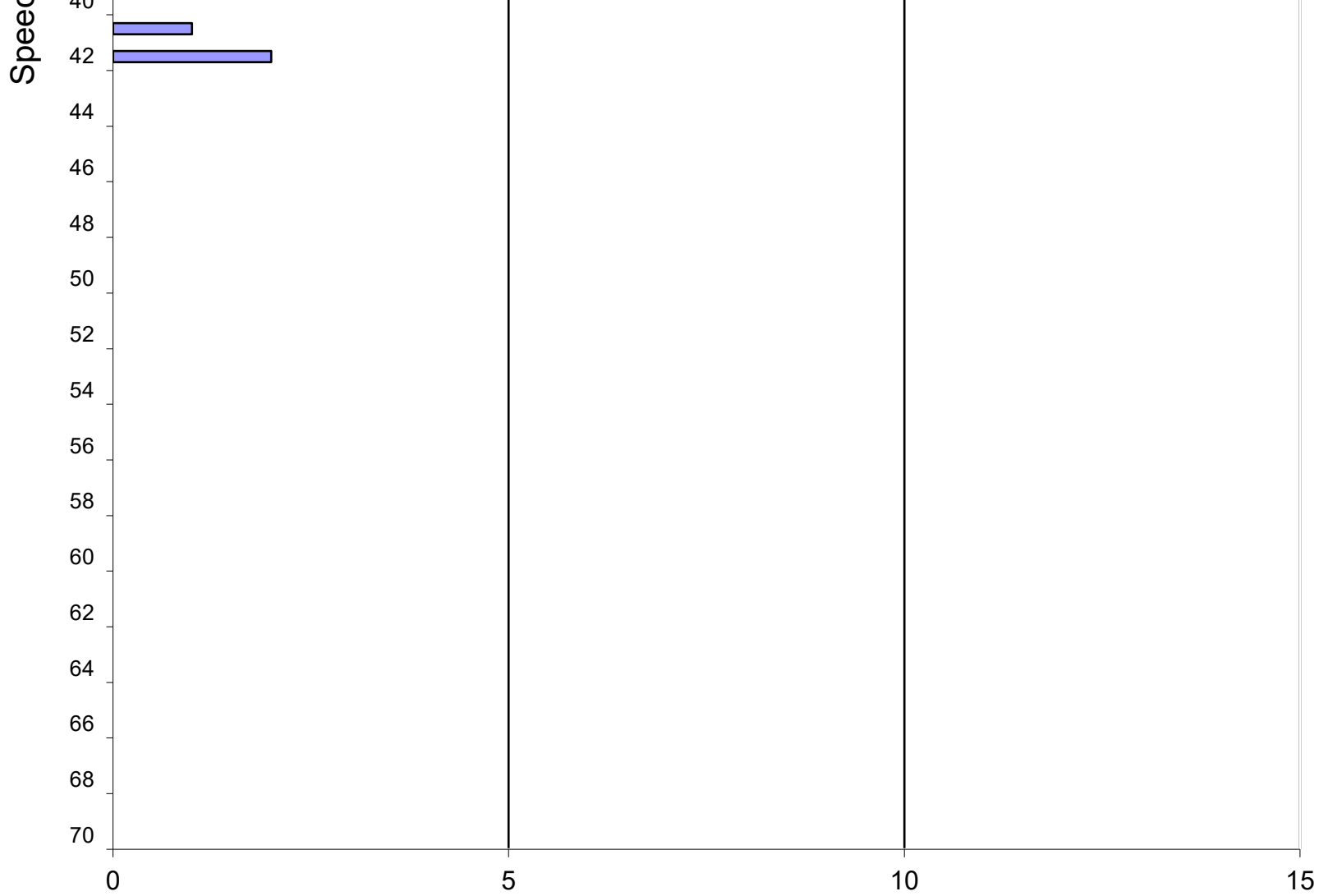
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	112	20 - 42	29 mph	36 mph	22 - 31	75	67%	0% / 1	33% / 36

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Crescent Heights Blvd Bet. Santa Monica Blvd & Romaine St
TIME: 12:30-13:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-005**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	3
22	3
23	
24	2
25	5
26	2
27	2
28	1
29	5
30	
31	3
32	
33	7
34	
35	2
36	5
37	3
38	1
39	2
40	2
41	2
42	1
43	
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45	
46	
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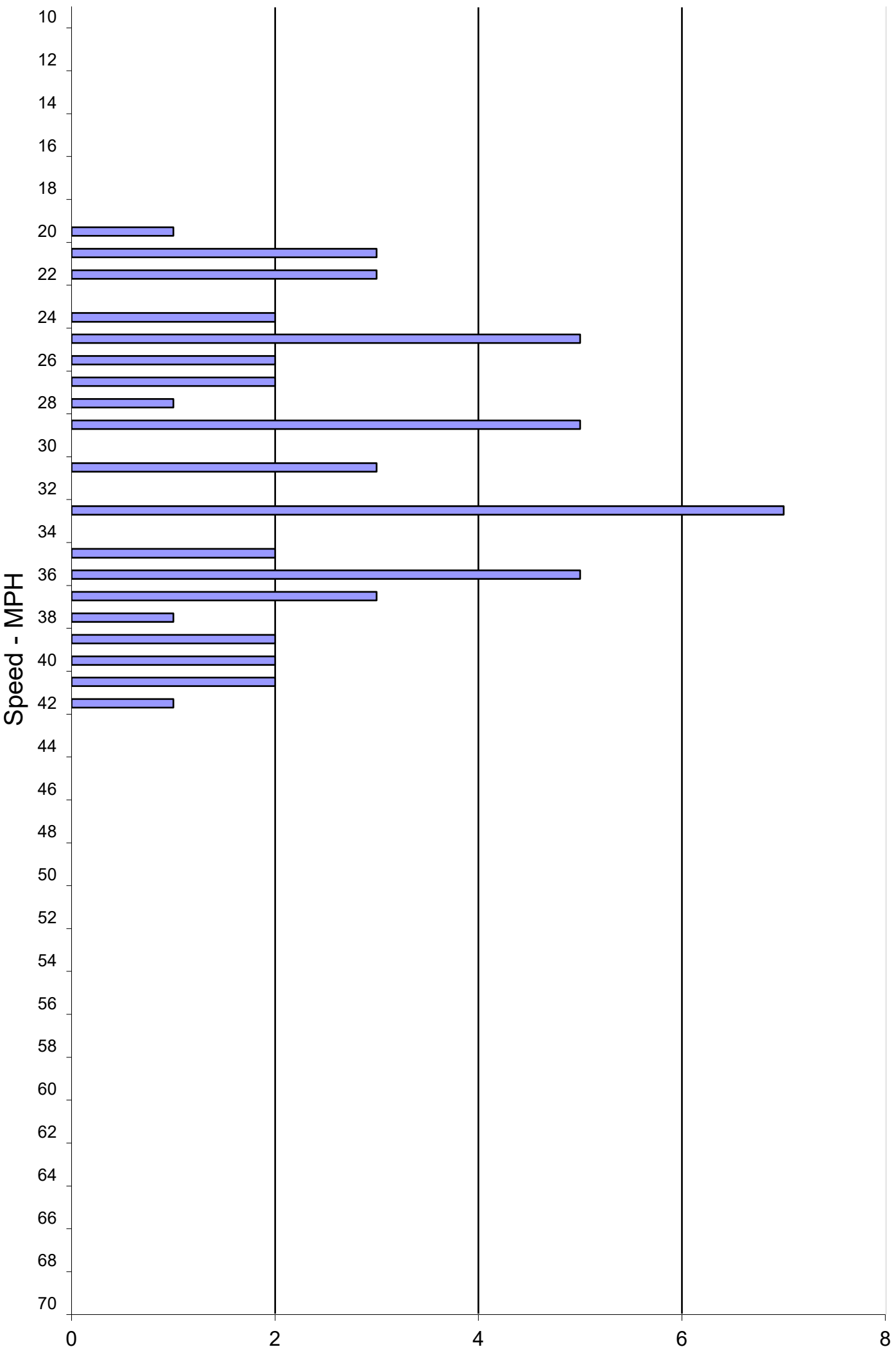

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	52	20 - 42	31 mph	38 mph	24 - 33	27	52%	13% / 7	35% / 18

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Crescent Heights Blvd Bet. Santa Monica Blvd & Romaine St
TIME: 12:30-13:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-005**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	**1**
20	**1**
21	**3**
22	**1**
23	**1**
24	**3**
25	**1**
26	**5**
27	**2**
28	**2**
29	**5**
30	
31	**7**
32	**2**
33	**2**
34	**1**
35	
36	**2**
37	**1**
38	**3**
39	
40	**3**
41	**2**
42	**1**
43	
44	**1**
45	
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47	
48	
49	
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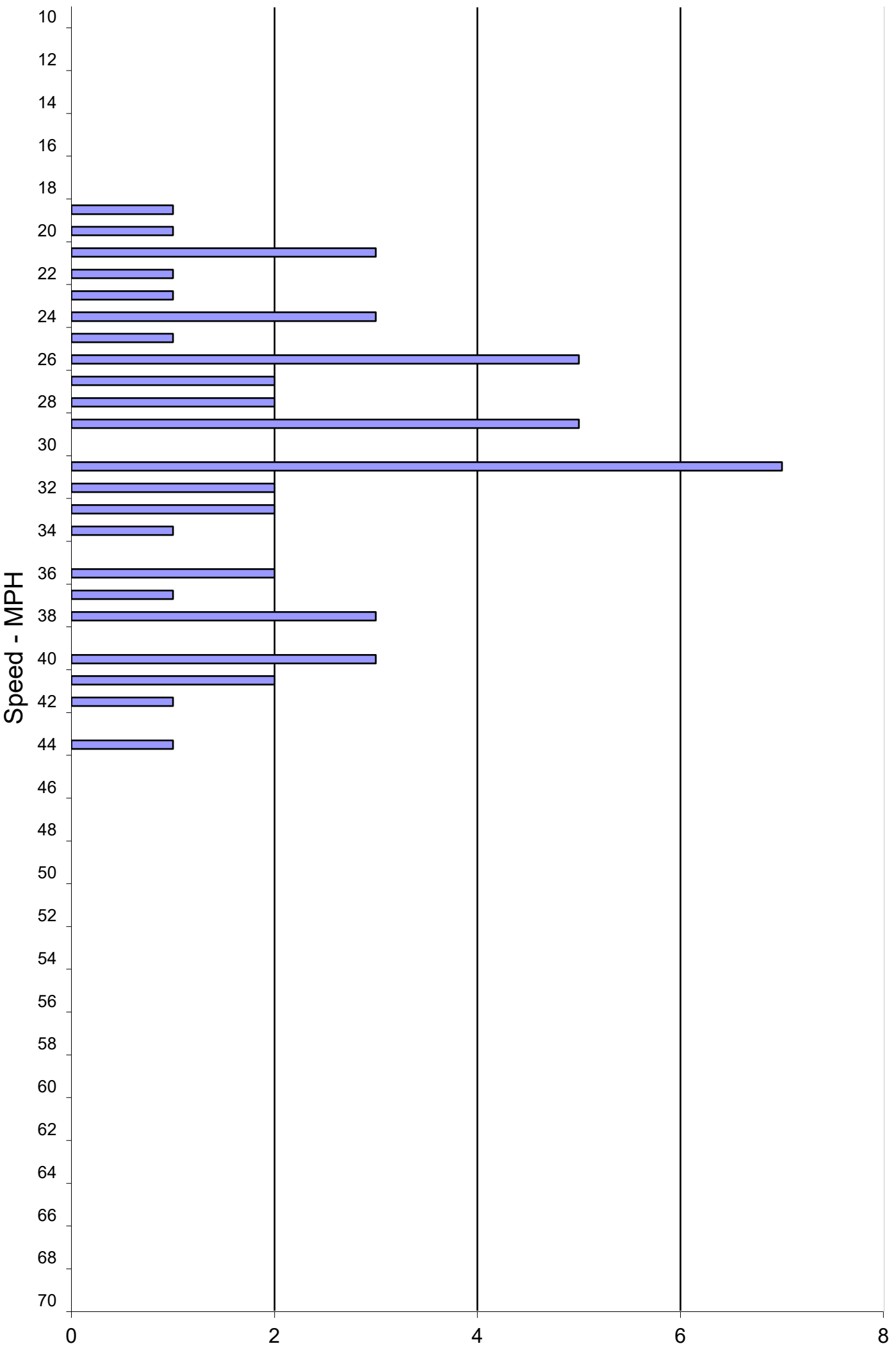
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	19 - 44	29 mph	38 mph	24 - 33	29	58%	14% / 7	28% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Crescent Heights Blvd Bet. Santa Monica Blvd & Romaine St
TIME: 12:30-13:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-005**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	2
21	6
22	4
23	1
24	5
25	6
26	7
27	4
28	3
29	10
30	
31	10
32	2
33	9
34	1
35	2
36	7
37	4
38	4
39	2
40	5
41	4
42	2
43	
44	1
45	
46	
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49	
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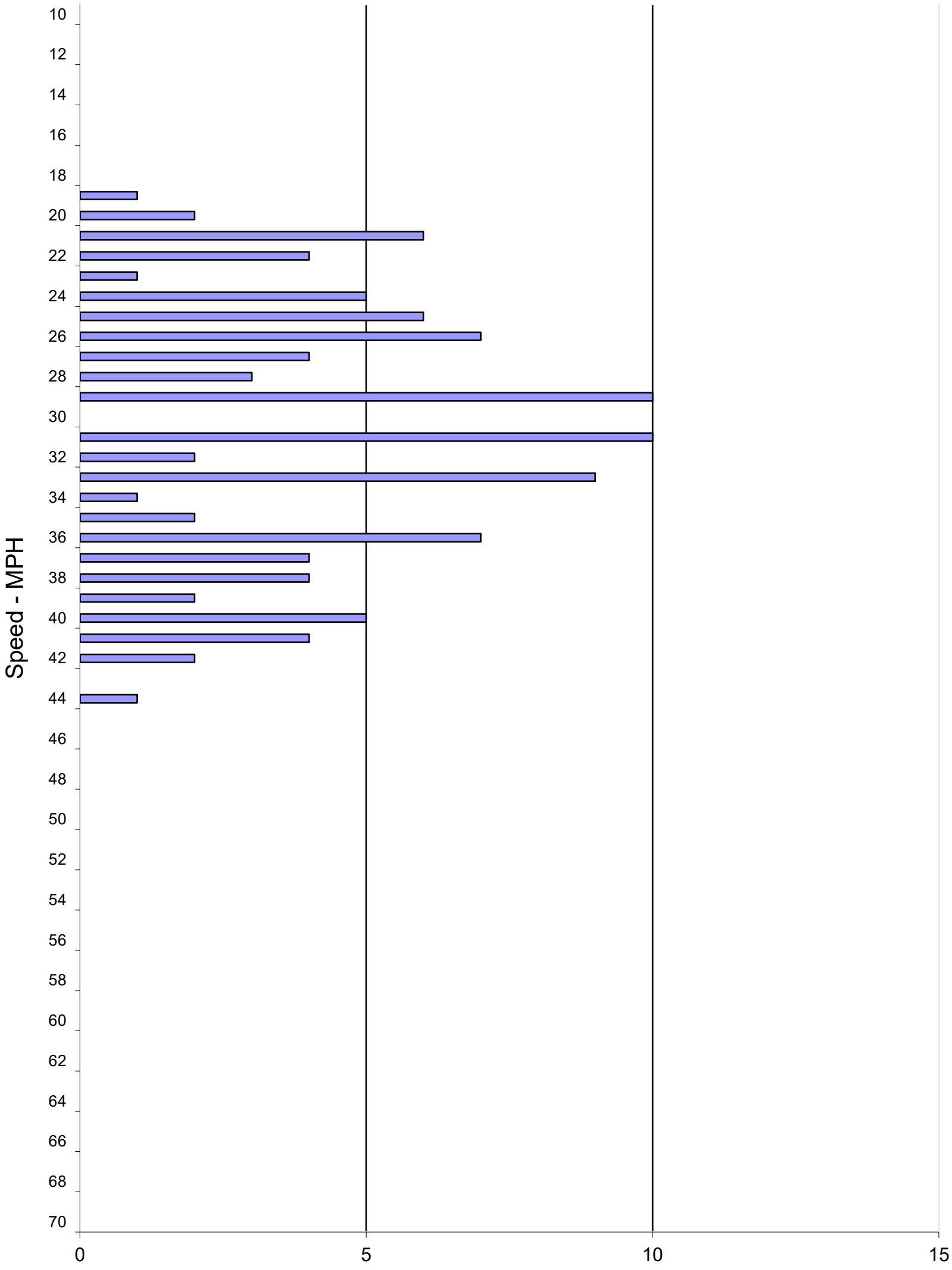

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	102	19 - 44	31 mph	38 mph	24 - 33	56	55%	13% / 14	32% / 32

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Doheny Dr NB Bet. Sunset Blvd & Santa Monica Blvd
TIME: 10:00-12:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-006**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	
21	1
22	2
23	2
24	6
25	7
26	
27	3
28	3
29	
30	7
31	5
32	5
33	3
34	1
35	1
36	1
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38	1
39	2
40	1
41	1
42	5
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45	1
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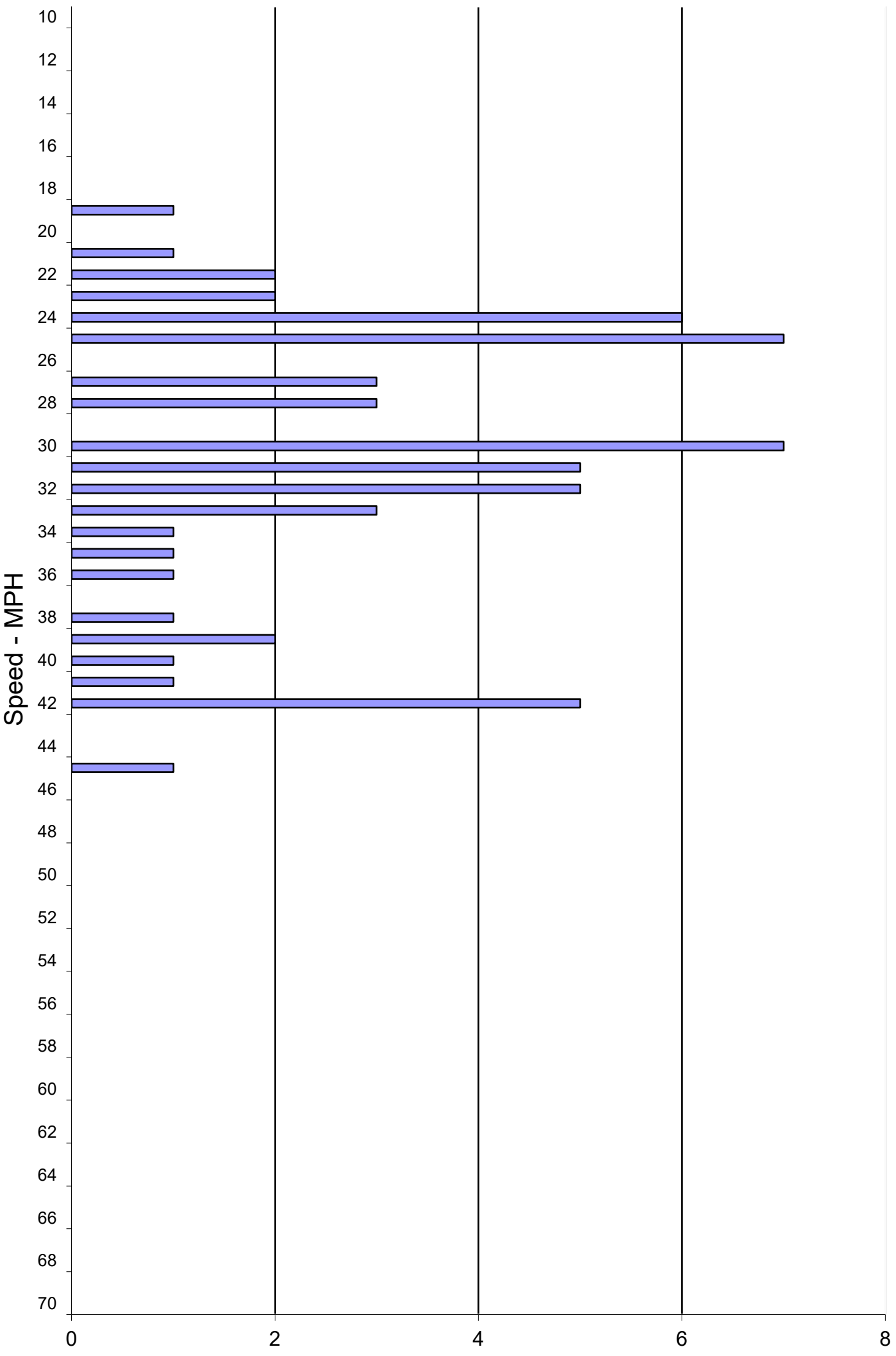

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	59	19 - 45	30 mph	39 mph	24 - 33	39	66%	10% / 6	24% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Doheny Dr NB Bet. Sunset Blvd & Santa Monica Blvd
TIME: 10:00-12:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-006**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
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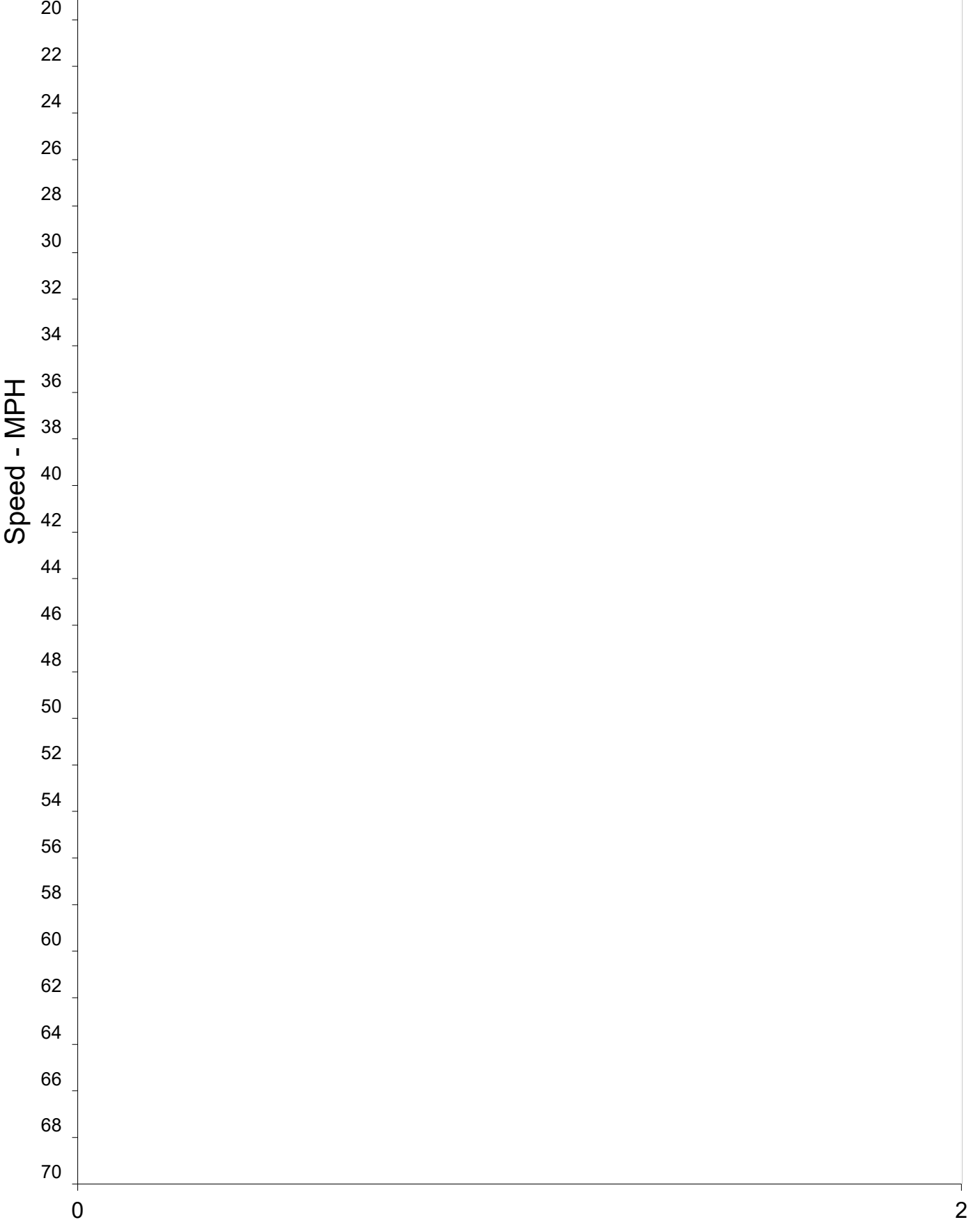

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	0	0 - 0	0 mph	0 mph	990 - 999	0	#DIV/0!	#DIV/0!	#DIV/0!

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Doheny Dr NB Bet. Sunset Blvd & Santa Monica Blvd
TIME: 10:00-12:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-006**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	
21	1
22	2
23	2
24	6
25	7
26	
27	3
28	3
29	
30	7
31	5
32	5
33	3
34	1
35	1
36	1
37	
38	1
39	2
40	1
41	1
42	5
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45	1
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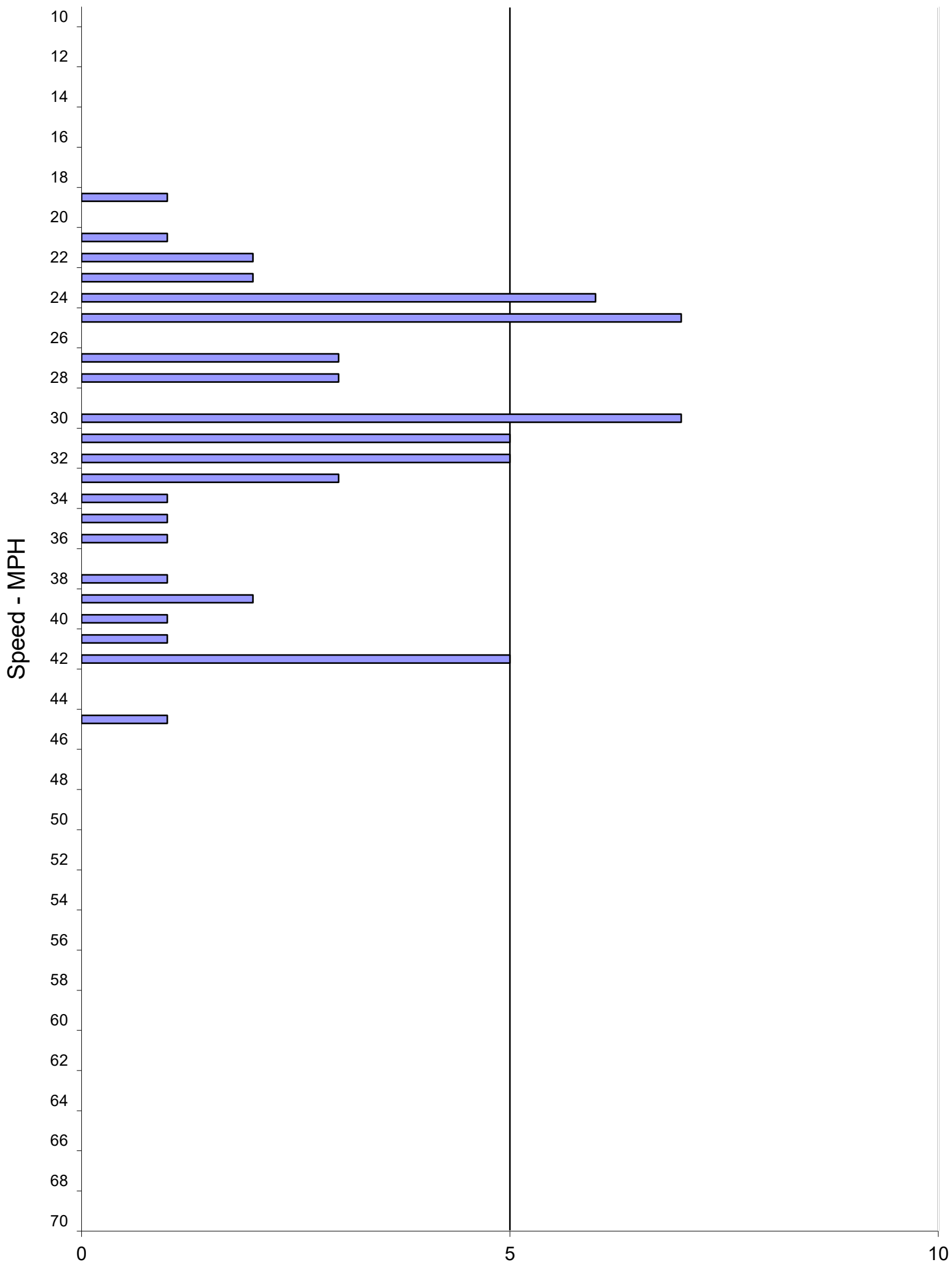
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	59	19 - 45	30 mph	39 mph	24 - 33	39	66%	10% / 6	24% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Doheny Dr NB Bet. Santa Monica Blvd & South City Limit
TIME: 11:40-13:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-007**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	
20	2
21	2
22	
23	4
24	6
25	
26	5
27	3
28	1
29	3
30	1
31	8
32	8
33	2
34	3
35	2
36	
37	4
38	3
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64	
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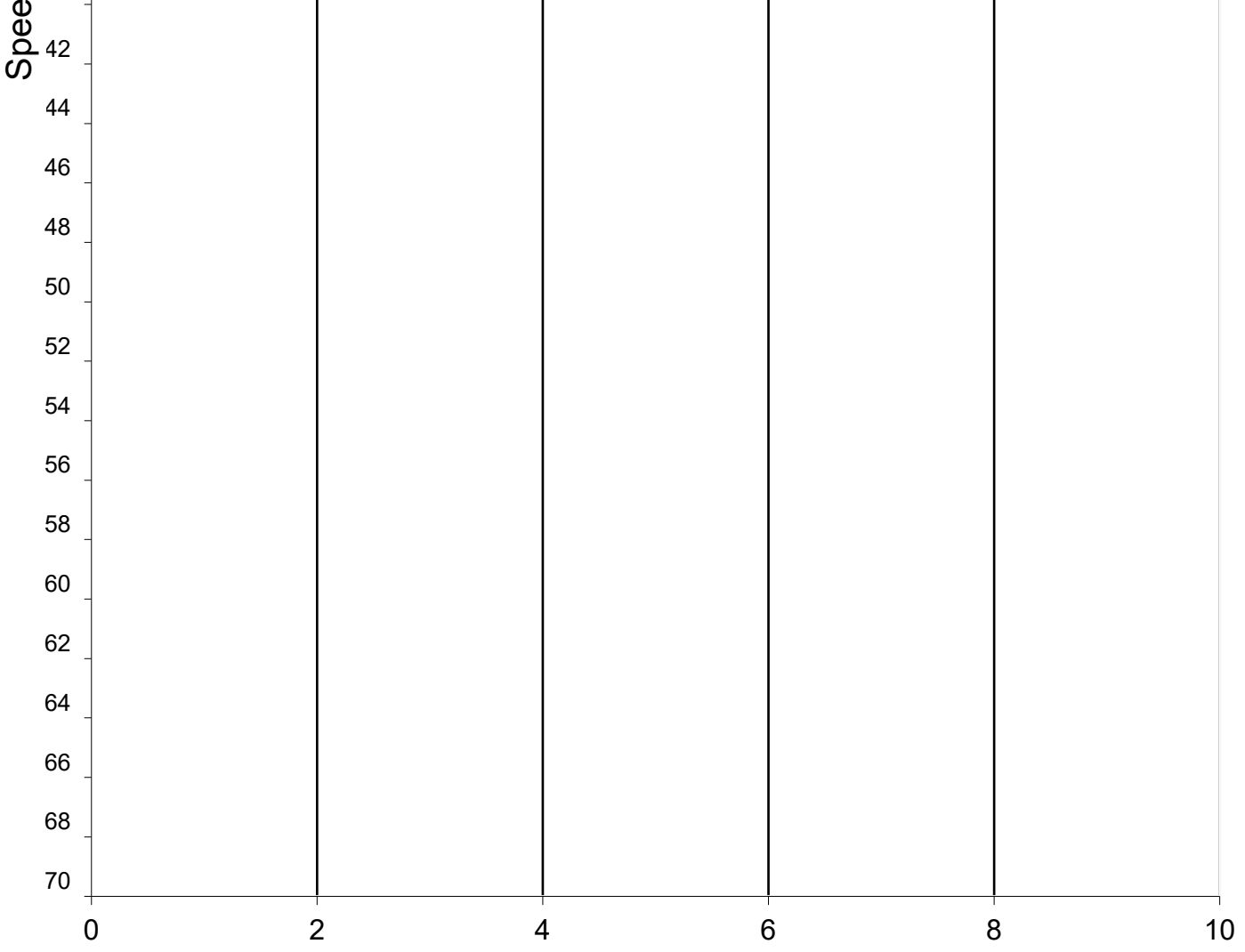
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	18 - 38	31 mph	35 mph	23 - 32	39	67%	8% / 5	25% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Doheny Dr NB Bet. Santa Monica Blvd & South City Limit
TIME: 11:40-13:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-007**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
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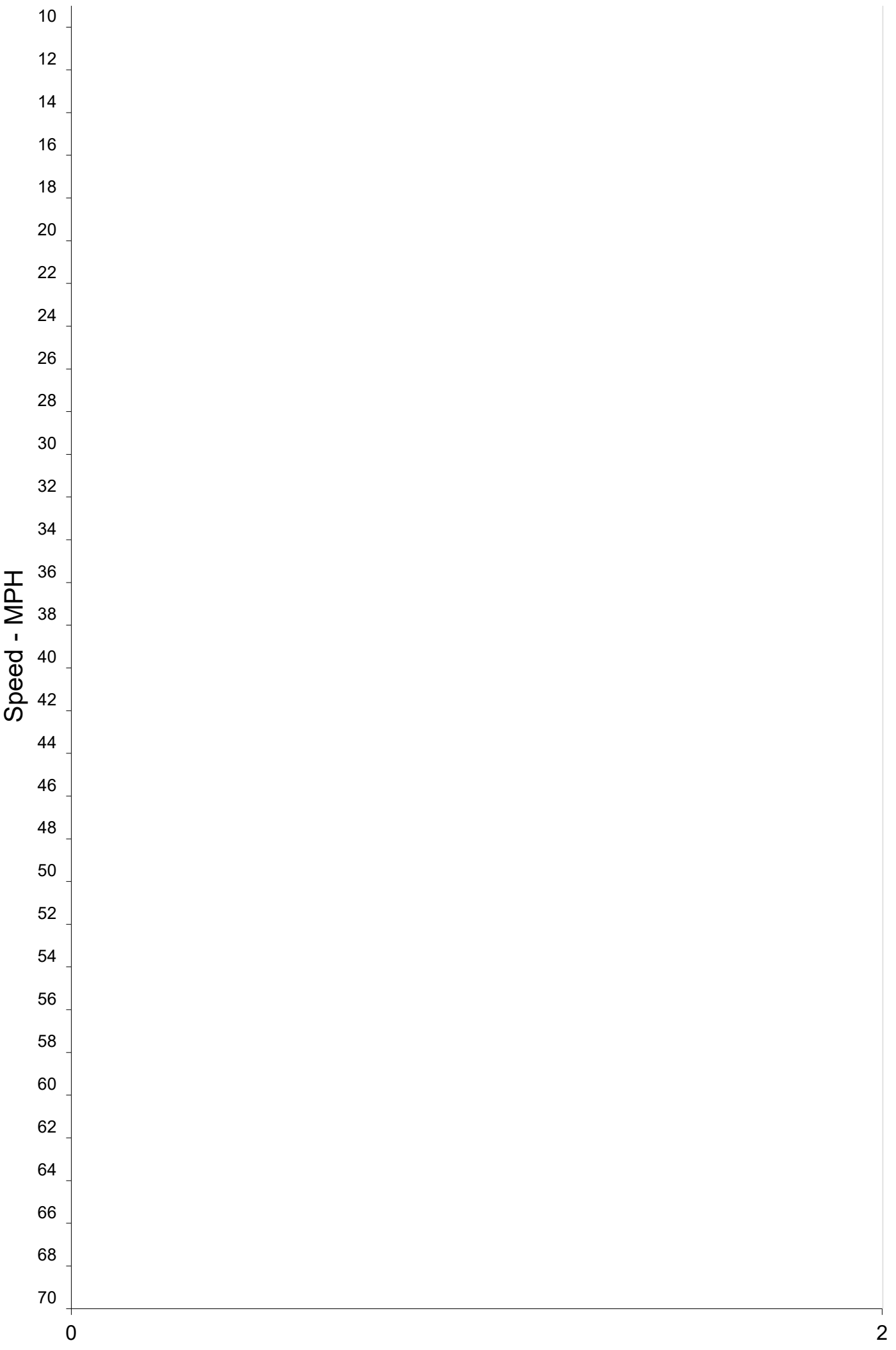
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	0	0 - 0	0 mph	0 mph	990 - 999	0	#DIV/0!	#DIV/0!	#DIV/0!

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Doheny Dr NB Bet. Santa Monica Blvd & South City Limit
TIME: 11:40-13:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-007**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	
20	2
21	2
22	
23	4
24	6
25	
26	5
27	3
28	1
29	3
30	1
31	8
32	8
33	2
34	3
35	2
36	
37	4
38	3
39	
40	
41	
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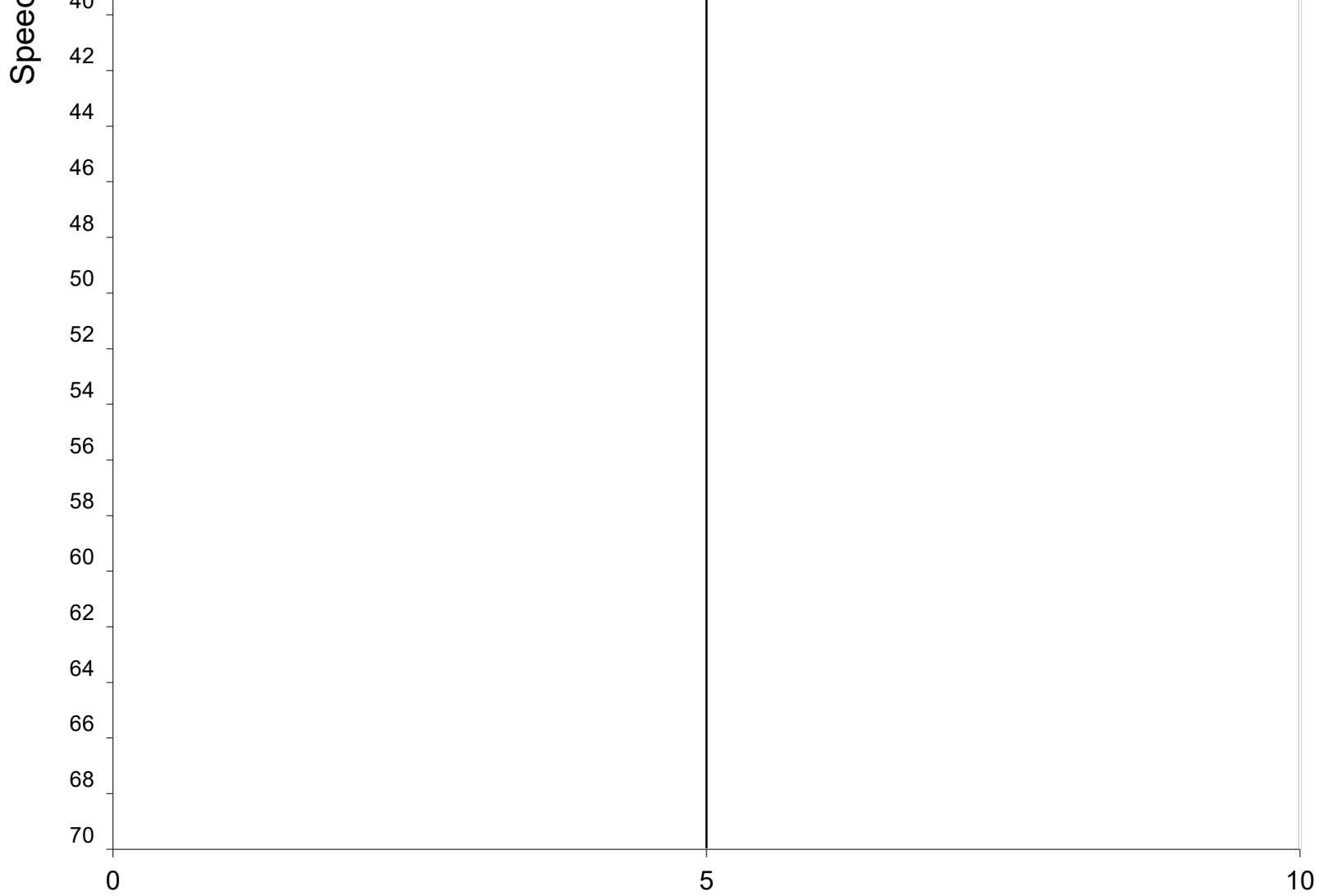
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	18 - 38	31 mph	35 mph	23 - 32	39	67%	8% / 5	25% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Doheny Rd Bet. West City Limit & Sunset Blvd
TIME: 12:00-13:30 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-020251-008**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	**1**
17	**4**
18	**3**
19	**3**
20	**2**
21	**3**
22	**5**
23	**3**
24	**1**
25	**8**
26	**6**
27	**5**
28	**2**
29	**7**
30	**1**
31	**1**
32	
33	
34	
35	
36	
37	
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40	
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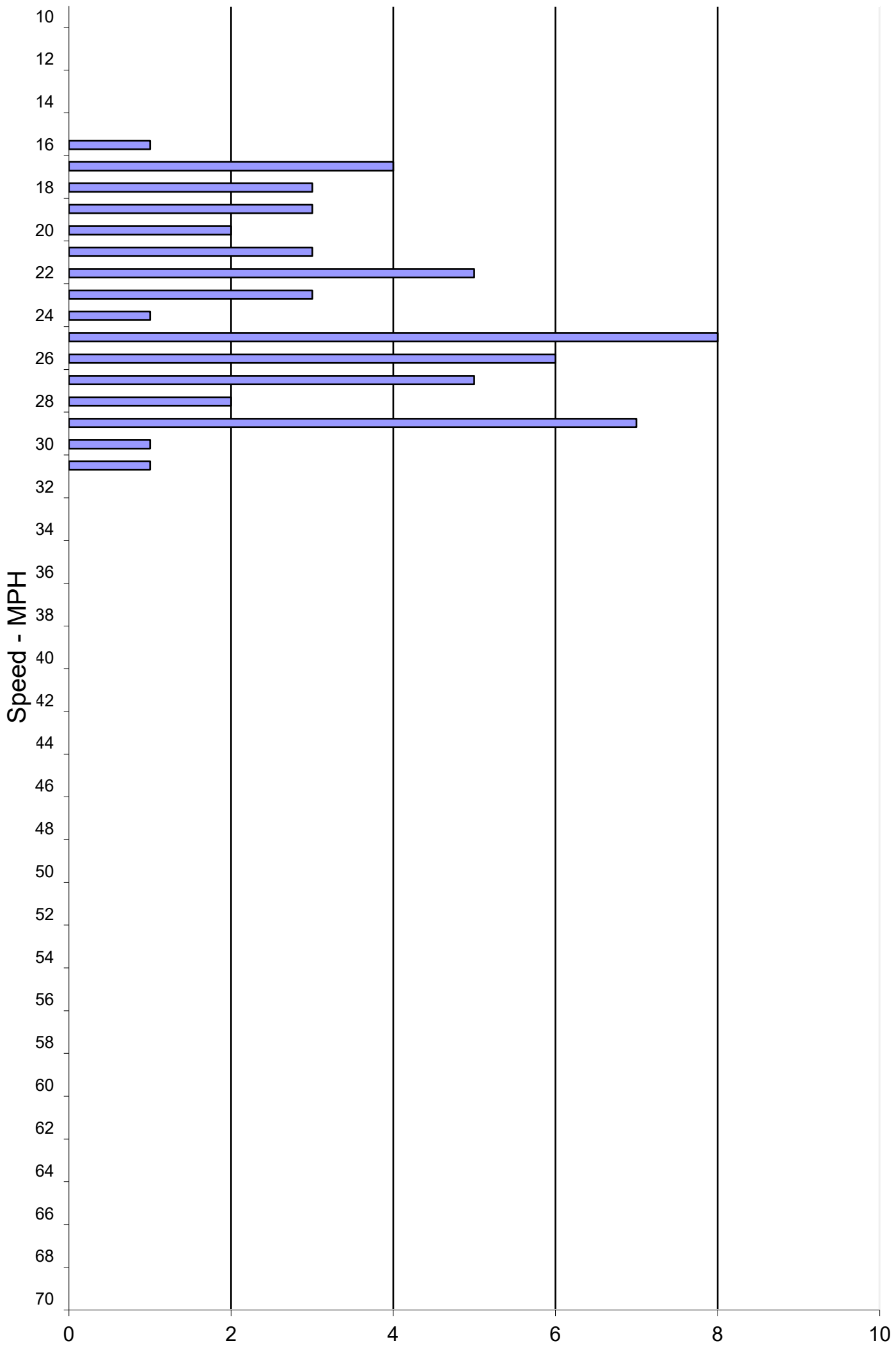
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	16 - 31	25 mph	29 mph	20 - 29	42	76%	20% / 11	4% / 2

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Doheny Rd Bet. West City Limit & Sunset Blvd
TIME: 12:00-13:30 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-020251-008**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	**2**
19	
20	**8**
21	**8**
22	**3**
23	**3**
24	**5**
25	**6**
26	**12**
27	**2**
28	**7**
29	**5**
30	
31	**1**
32	
33	
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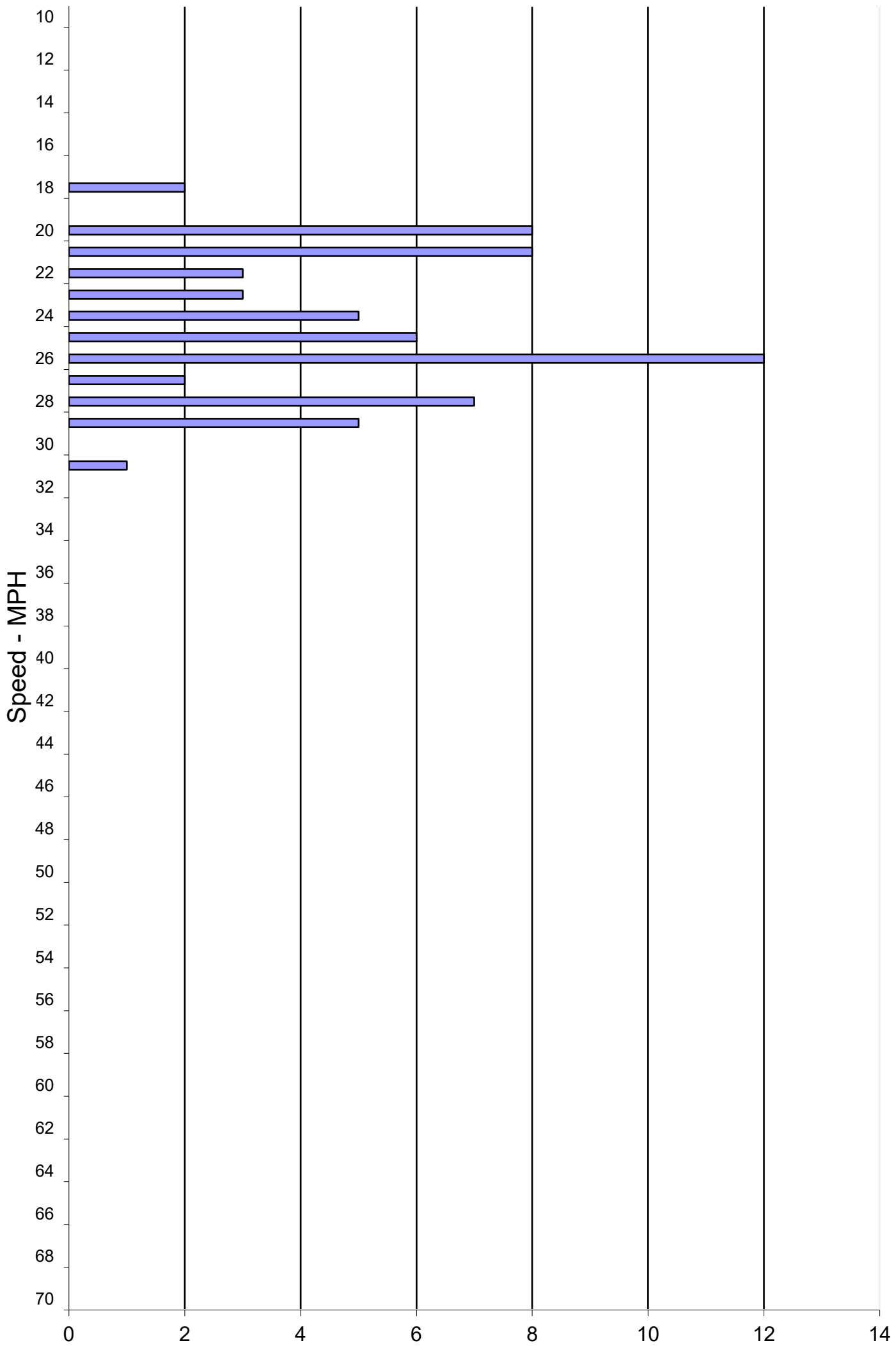
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	62	18 - 31	25 mph	28 mph	20 - 29	59	95%	3% / 2	2% / 1

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Doheny Rd Bet. West City Limit & Sunset Blvd
TIME: 12:00-13:30 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-020251-008**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	**1**
17	**4**
18	**5**
19	**3**
20	**10**
21	**11**
22	**8**
23	**6**
24	**6**
25	**14**
26	**18**
27	**7**
28	**9**
29	**12**
30	**1**
31	**2**
32	
33	
34	
35	
36	
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42	
43	
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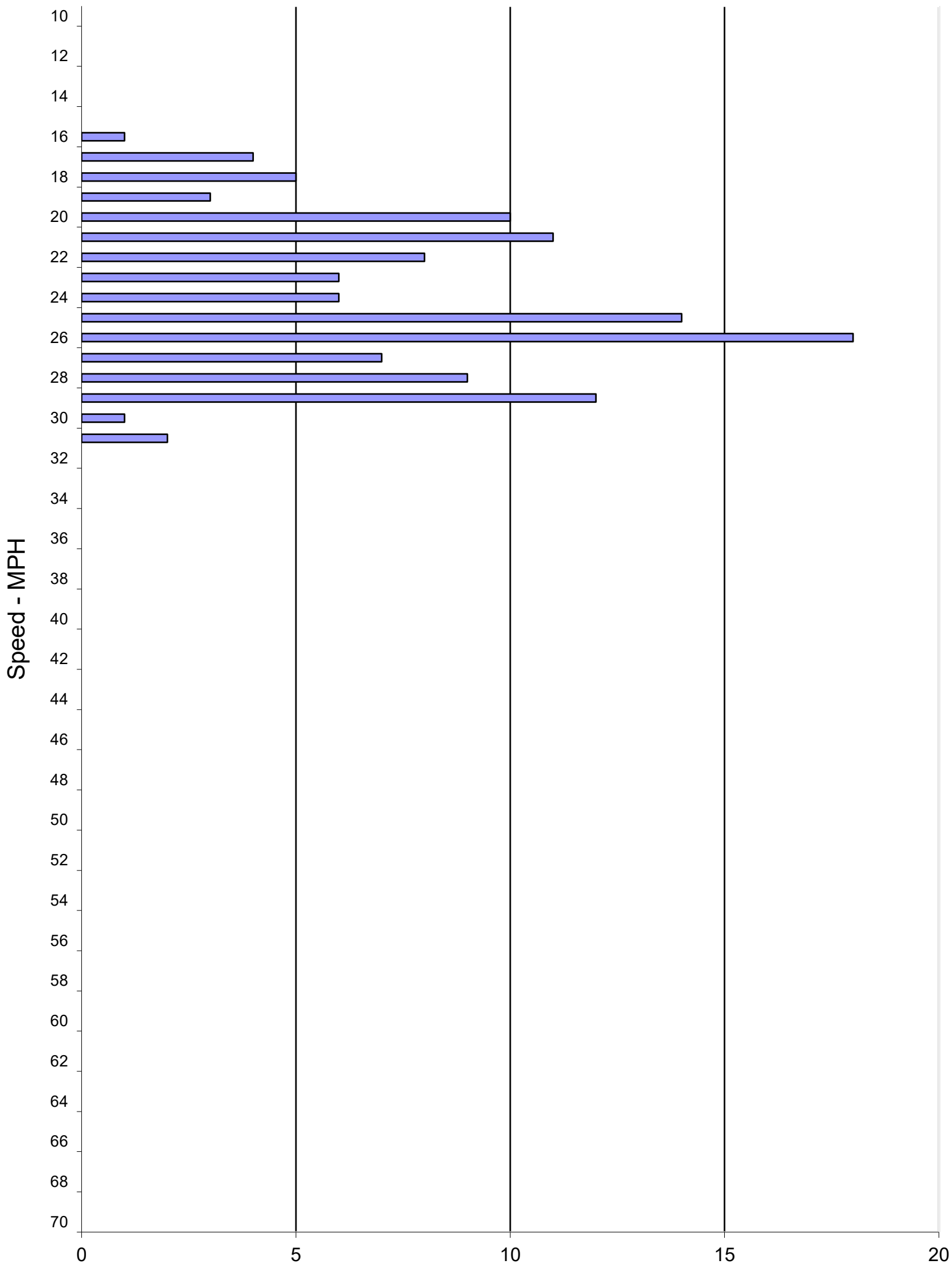
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	117	16 - 31	25 mph	28 mph	20 - 29	101	86%	11% / 13	3% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/2/2023 **Location:** Fairfax Ave Bet. Fountain Ave & Willoughby Ave
TIME: 13:30-14:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-009**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	1
16	1
17	2
18	2
19	4
20	2
21	2
22	3
23	3
24	2
25	1
26	5
27	3
28	2
29	2
30	4
31	2
32	3
33	3
34	1
35	
36	1
37	
38	
39	1
40	
41	
42	
43	
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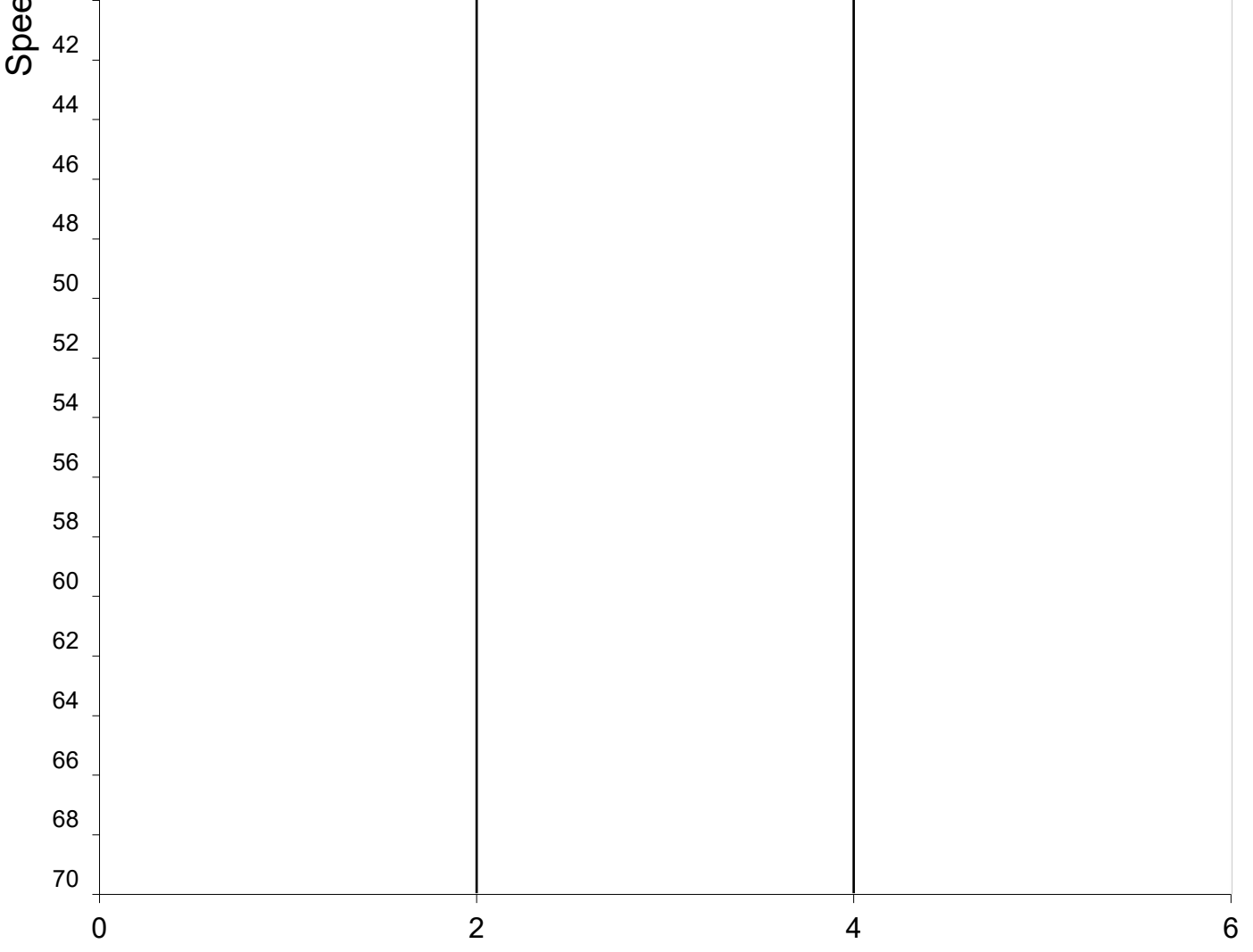
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	15 - 39	26 mph	32 mph	18 - 27	27	54%	8% / 4	38% / 19

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/2/2023 **Location:** Fairfax Ave Bet. Fountain Ave & Willoughby Ave
TIME: 13:30-14:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-009**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	3
16	1
17	2
18	3
19	7
20	3
21	3
22	1
23	3
24	1
25	1
26	3
27	3
28	1
29	3
30	2
31	3
32	1
33	1
34	
35	3
36	1
37	
38	
39	
40	1
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
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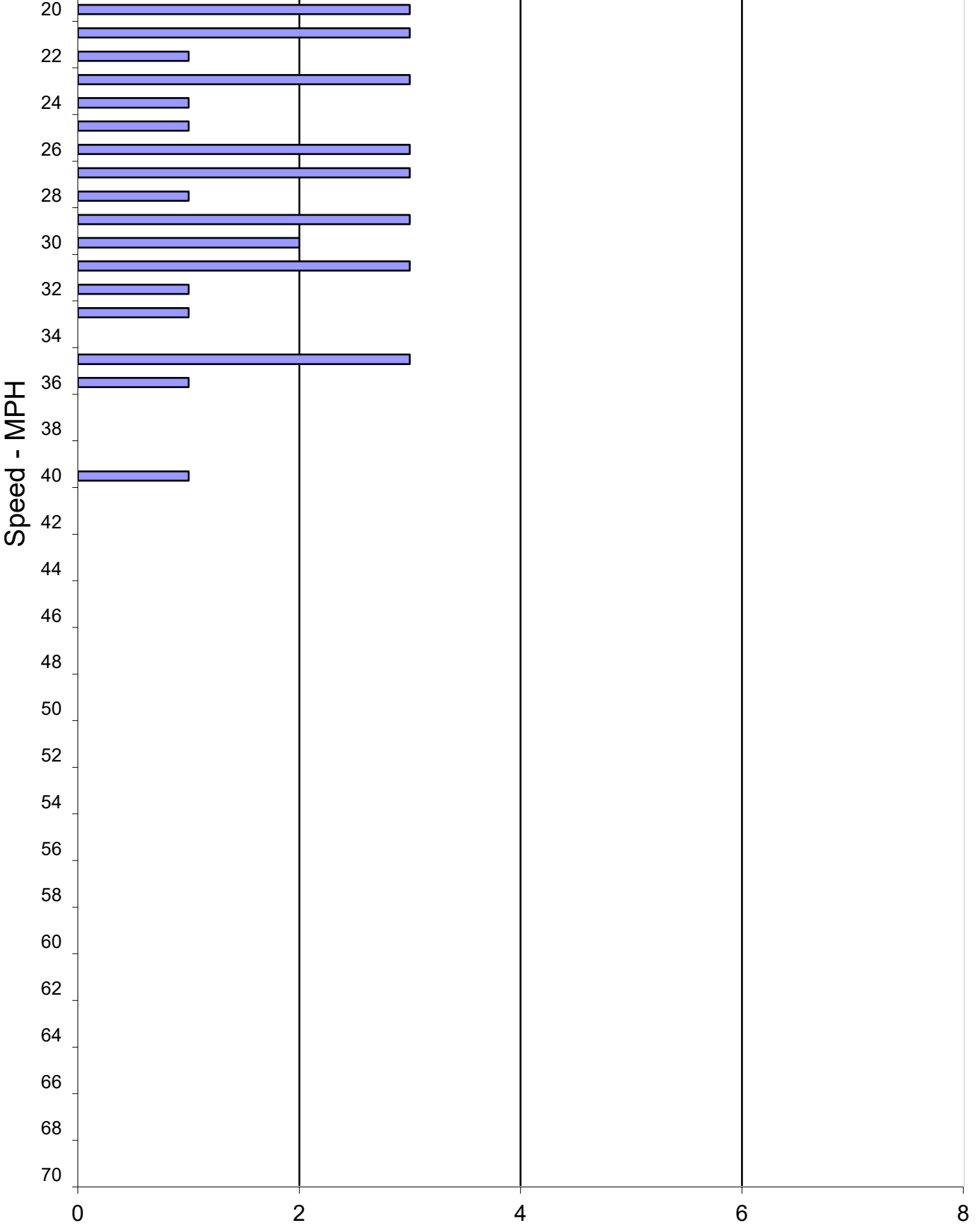
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	15 - 40	23 mph	31 mph	18 - 27	28	56%	12% / 6	32% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/2/2023 **Location:** Fairfax Ave Bet. Fountain Ave & Willoughby Ave
TIME: 13:30-14:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-009**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	**4**
16	**2**
17	**4**
18	**5**
19	**11**
20	**5**
21	**5**
22	**4**
23	**6**
24	**3**
25	**2**
26	**8**
27	**6**
28	**3**
29	**5**
30	**6**
31	**5**
32	**4**
33	**4**
34	**1**
35	**3**
36	**2**
37	
38	
39	**1**
40	**1**
41	
42	
43	
44	
45	
46	
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50	
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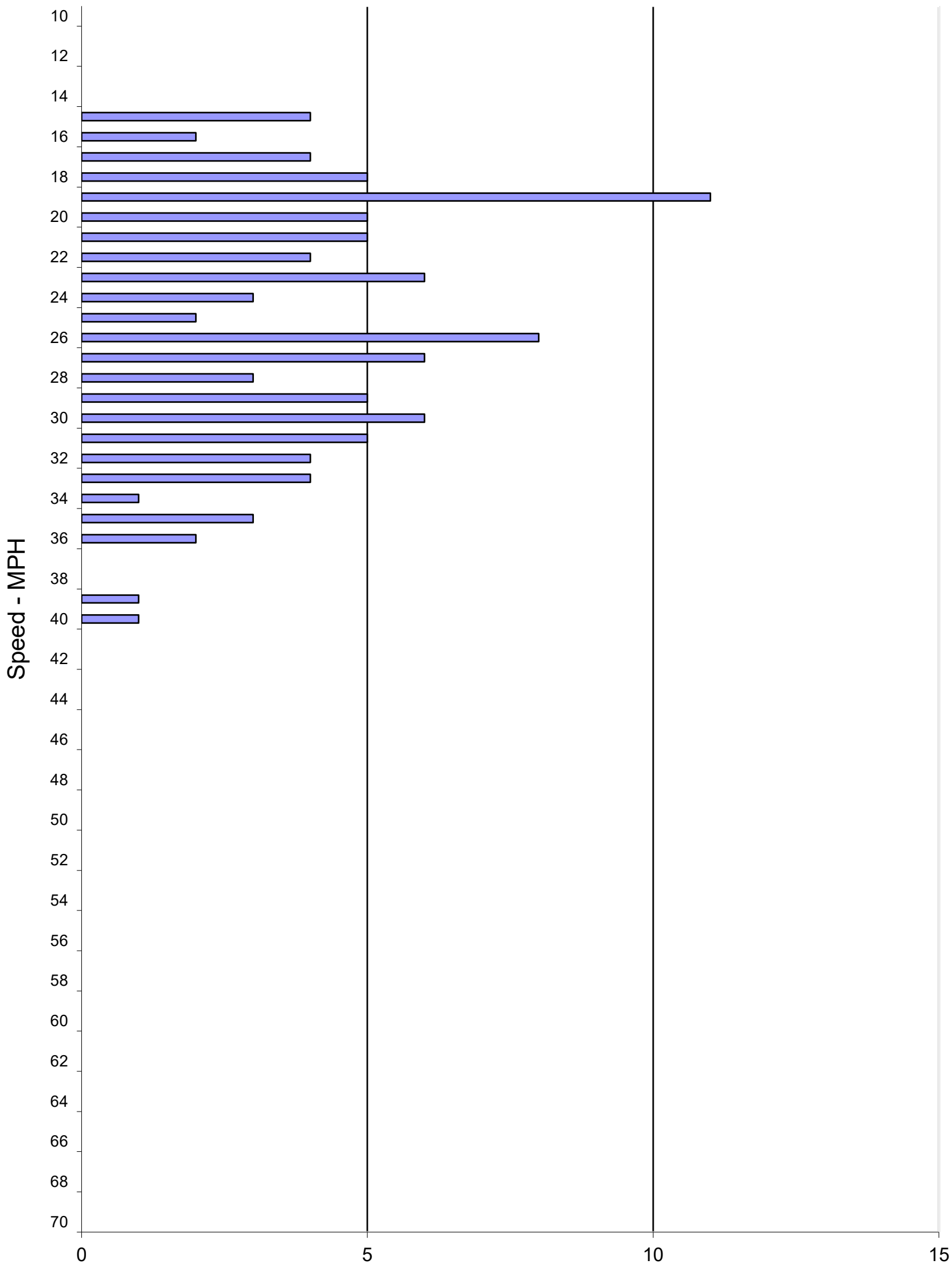
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	100	15 - 40	25 mph	32 mph	18 - 27	55	55%	10% / 10	35% / 35

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/2/2023 **Location:** Fountain Ave Bet. La Cienega Blvd & Fairfax Ave
TIME: 15:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-010**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	1
13	2
14	2
15	2
16	3
17	4
18	1
19	3
20	2
21	3
22	3
23	4
24	3
25	3
26	5
27	
28	3
29	
30	1
31	1
32	2
33	2
34	2
35	
36	
37	
38	
39	
40	
41	1
42	
43	
44	
45	
46	
47	
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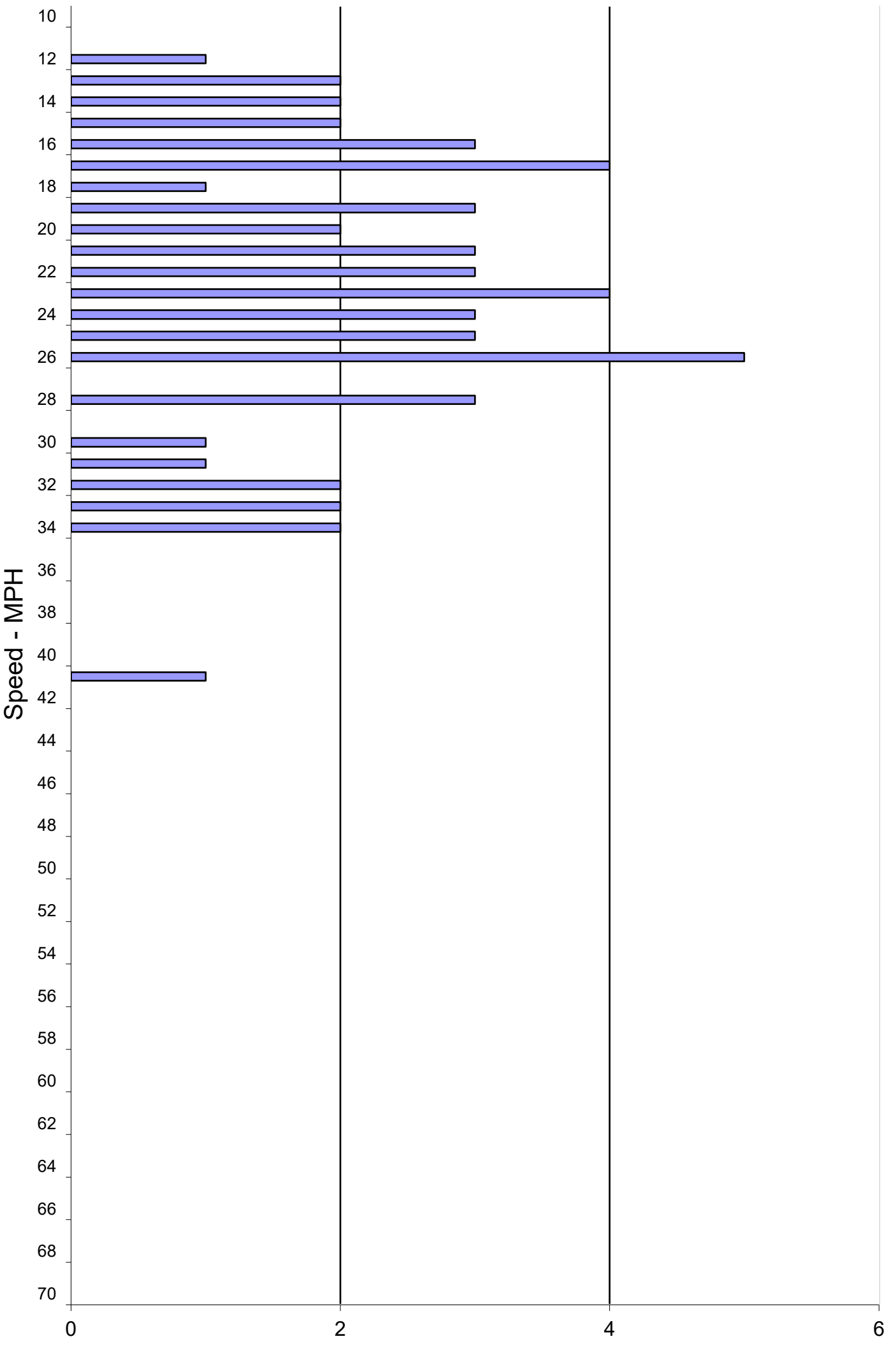
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	12 - 41	23 mph	31 mph	17 - 26	31	58%	18% / 10	23% / 12

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/2/2023 **Location:** Fountain Ave Bet. La Cienega Blvd & Fairfax Ave
TIME: 15:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-010**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	**2**
15	**1**
16	**1**
17	**4**
18	**1**
19	**2**
20	**2**
21	**2**
22	**5**
23	**1**
24	**2**
25	**5**
26	**7**
27	**2**
28	**3**
29	**3**
30	**5**
31	**2**
32	**1**
33	
34	**1**
35	
36	
37	
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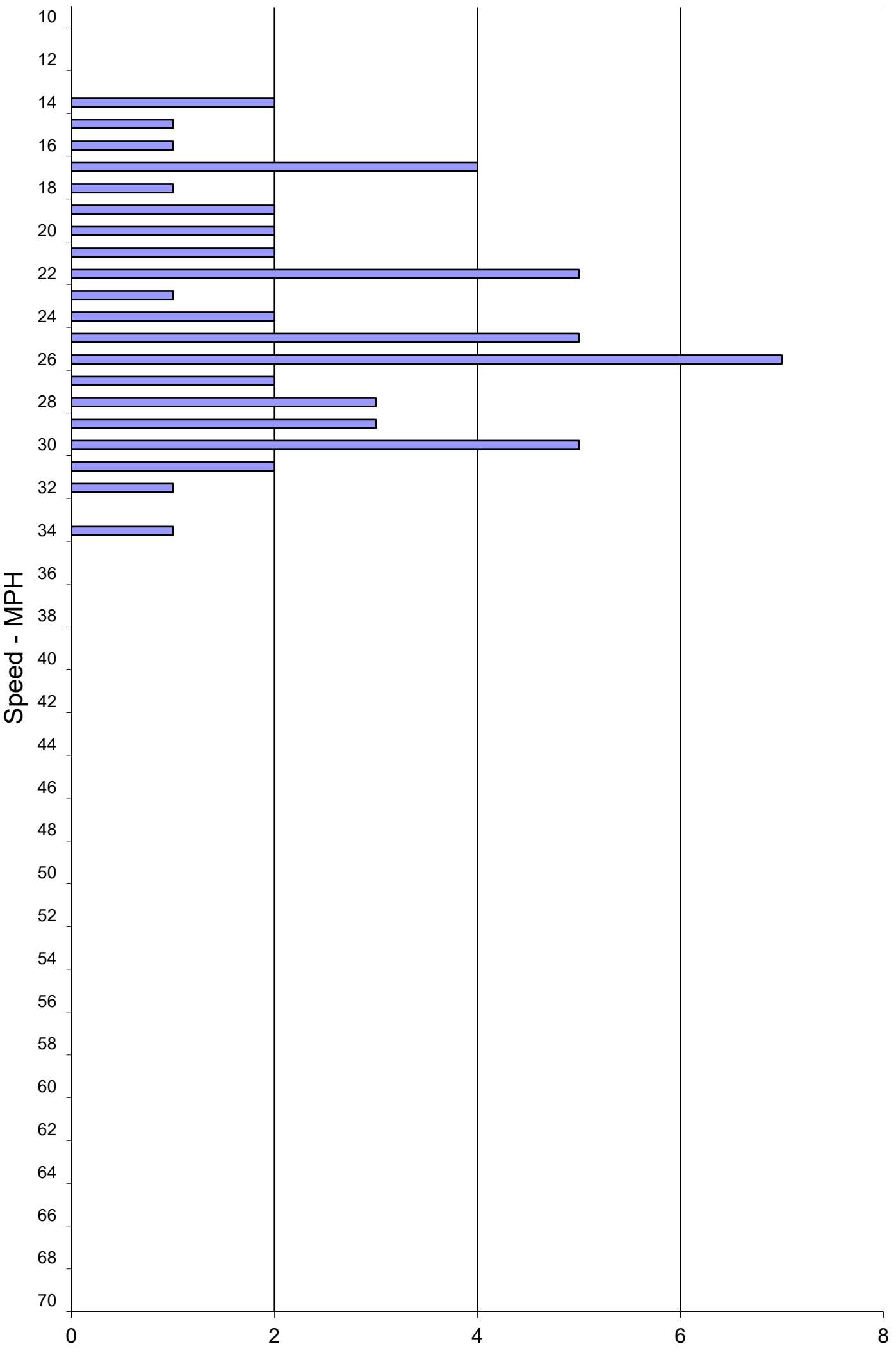
69	
>=70	



SPEED PARAMETERS									
Class	**Count**	**Range**	**50th Percentile**	**85th Percentile**	**10 MPH Pace**	**# in Pace**	**Percent in Pace**	**% / # Below Pace**	**% / # Above Pace**
ALL	52	14 - 34	25 mph	30 mph	21 - 30	35	67%	25% / 13	8% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/2/2023 **Location:** Fountain Ave Bet. La Cienega Blvd & Fairfax Ave
TIME: 15:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-010**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	1
13	2
14	4
15	3
16	4
17	8
18	2
19	5
20	4
21	5
22	8
23	5
24	5
25	8
26	12
27	2
28	6
29	3
30	6
31	3
32	3
33	2
34	3
35	
36	
37	
38	
39	
40	
41	1
42	
43	
44	
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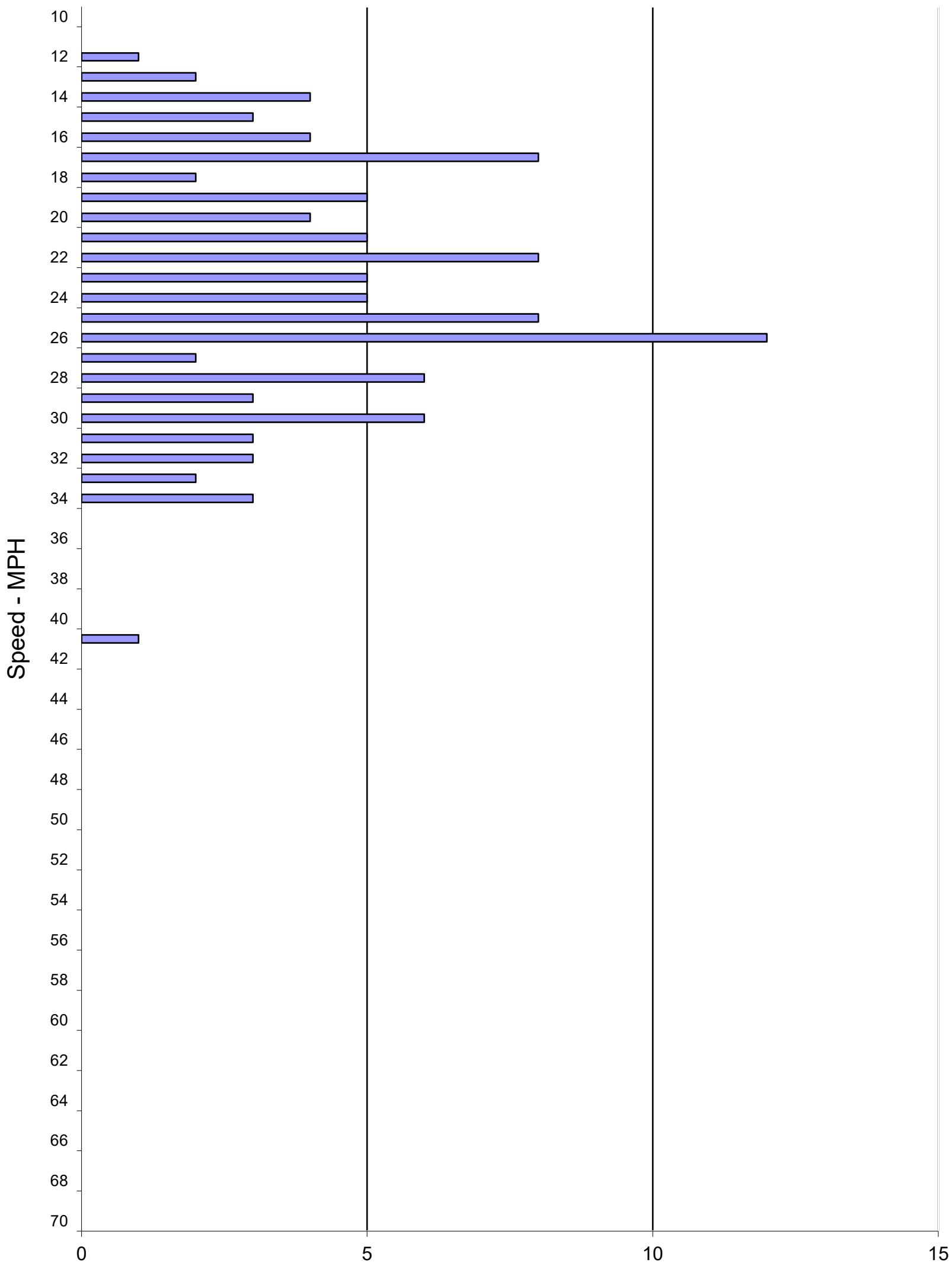

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	105	12 - 41	24 mph	30 mph	17 - 26	62	59%	13% / 14	28% / 29

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Fountain Ave Bet. Fairfax Ave & La Brea Ave
TIME: 10:00-10:40 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-011**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	1
24	1
25	
26	3
27	1
28	2
29	4
30	1
31	3
32	8
33	4
34	4
35	2
36	2
37	5
38	4
39	2
40	1
41	2
42	1
43	
44	1
45	
46	1
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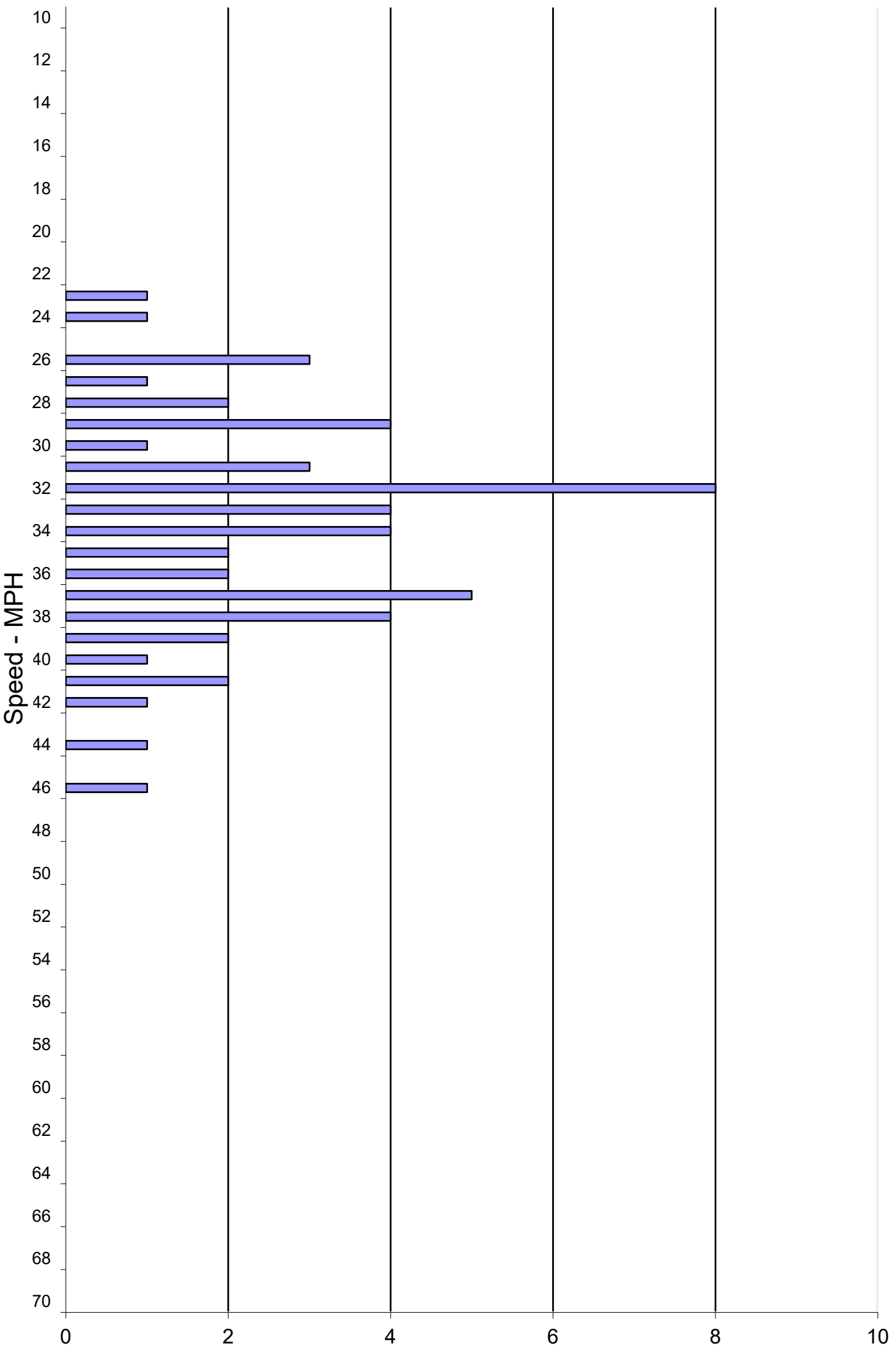
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	23 - 46	33 mph	39 mph	29 - 38	37	70%	15% / 8	16% / 8

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Fountain Ave Bet. Fairfax Ave & La Brea Ave
TIME: 10:00-10:40 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-011**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	1
23	1
24	
25	
26	2
27	
28	1
29	1
30	3
31	1
32	2
33	4
34	3
35	6
36	9
37	6
38	2
39	5
40	1
41	4
42	1
43	
44	1
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
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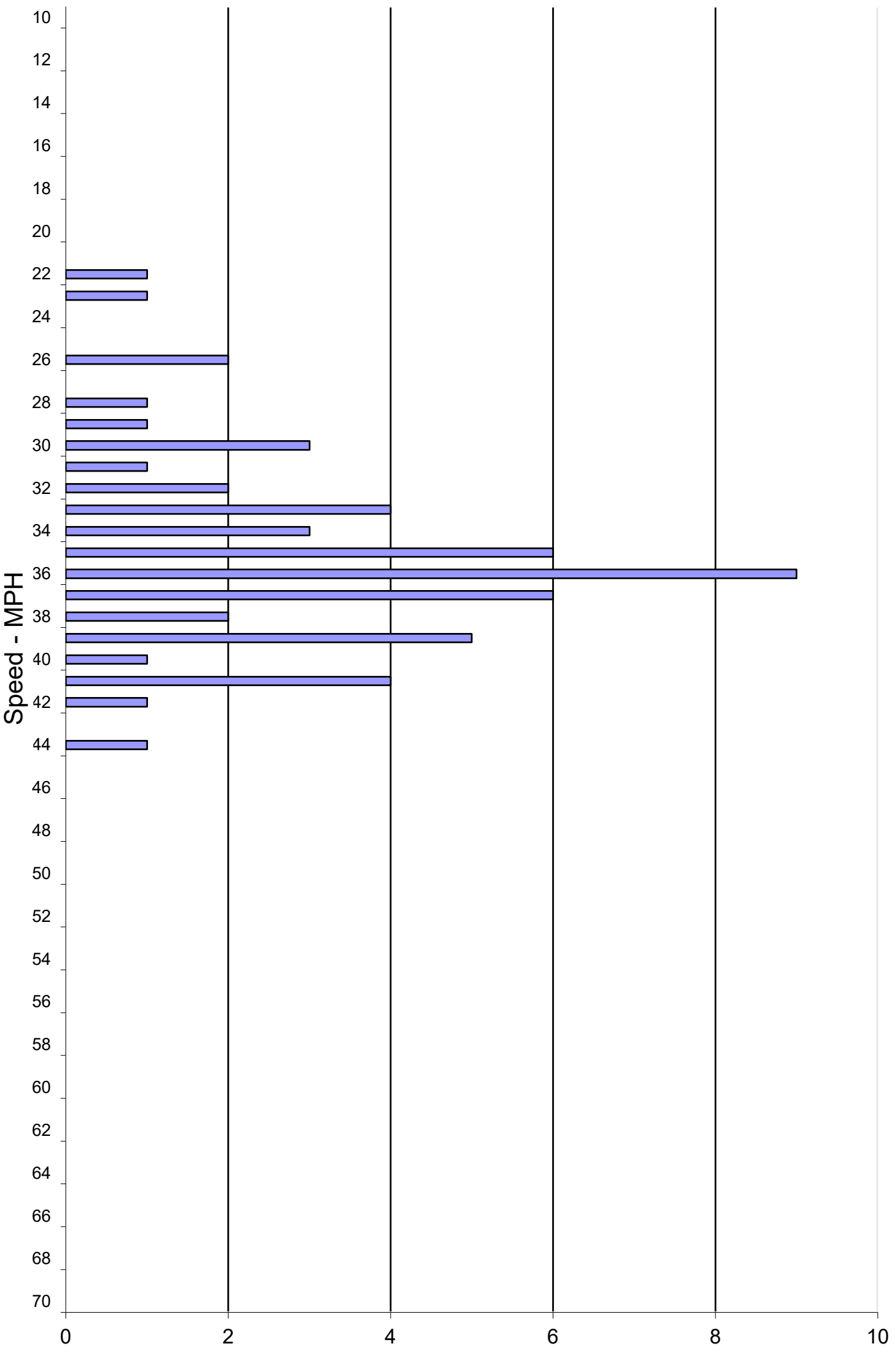
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	22 - 44	36 mph	39 mph	32 - 41	42	78%	18% / 10	4% / 2

Spot Speed Study

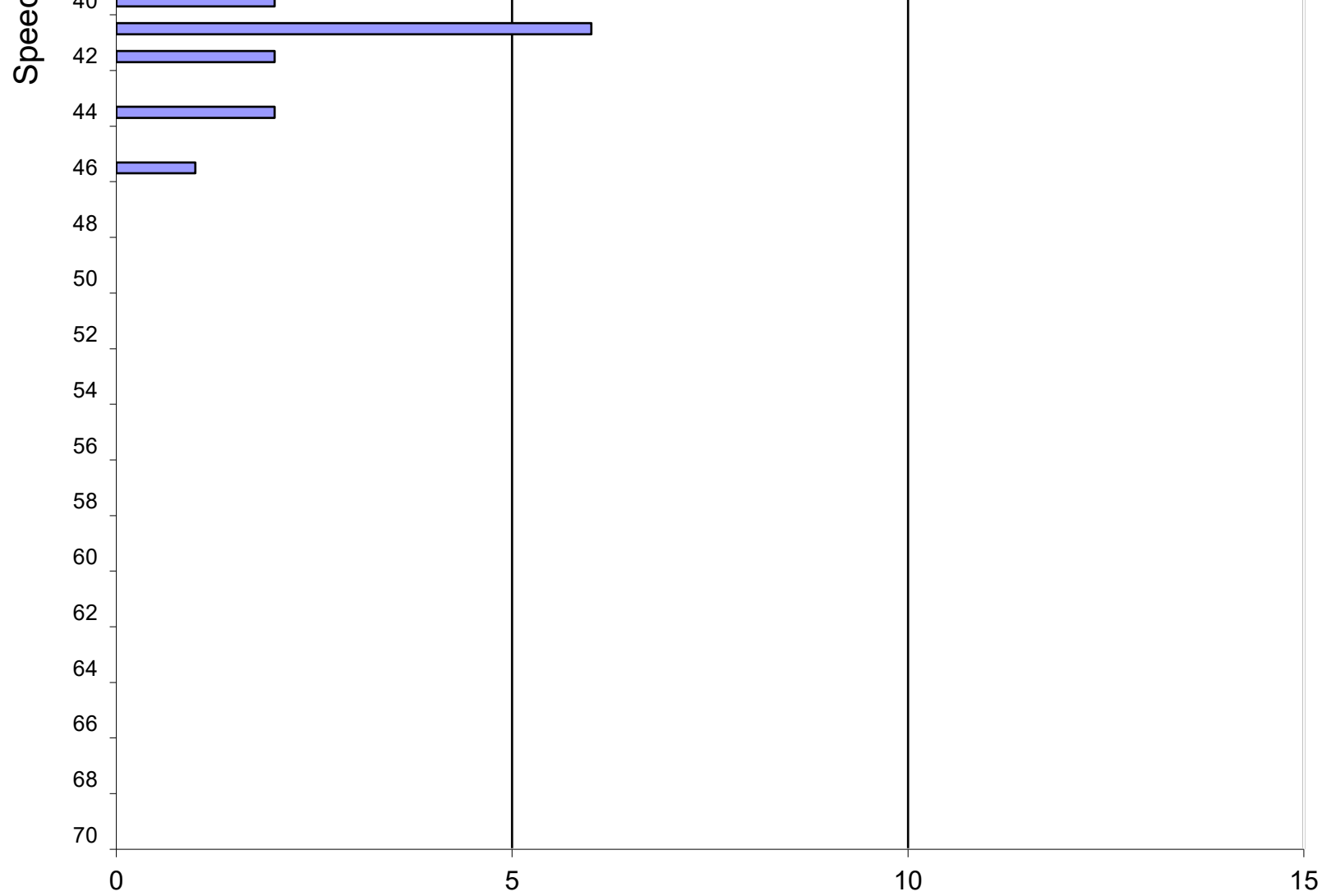
Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Fountain Ave Bet. Fairfax Ave & La Brea Ave
TIME: 10:00-10:40 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-011**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	1
23	2
24	1
25	
26	5
27	1
28	3
29	5
30	4
31	4
32	10
33	8
34	7
35	8
36	11
37	11
38	6
39	7
40	2
41	6
42	2
43	
44	2
45	
46	1
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	22 - 46	35 mph	39 mph	30 - 39	76	71%	16% / 18	13% / 13

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Gardner St Bet. Fountain Ave & Santa Monica Blvd
TIME: 10:48-11:28 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-020251-012

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	**1**
19	**1**
20	**2**
21	**2**
22	**5**
23	**4**
24	**5**
25	**4**
26	**2**
27	**6**
28	**7**
29	**5**
30	**3**
31	**1**
32	**5**
33	**1**
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
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52	
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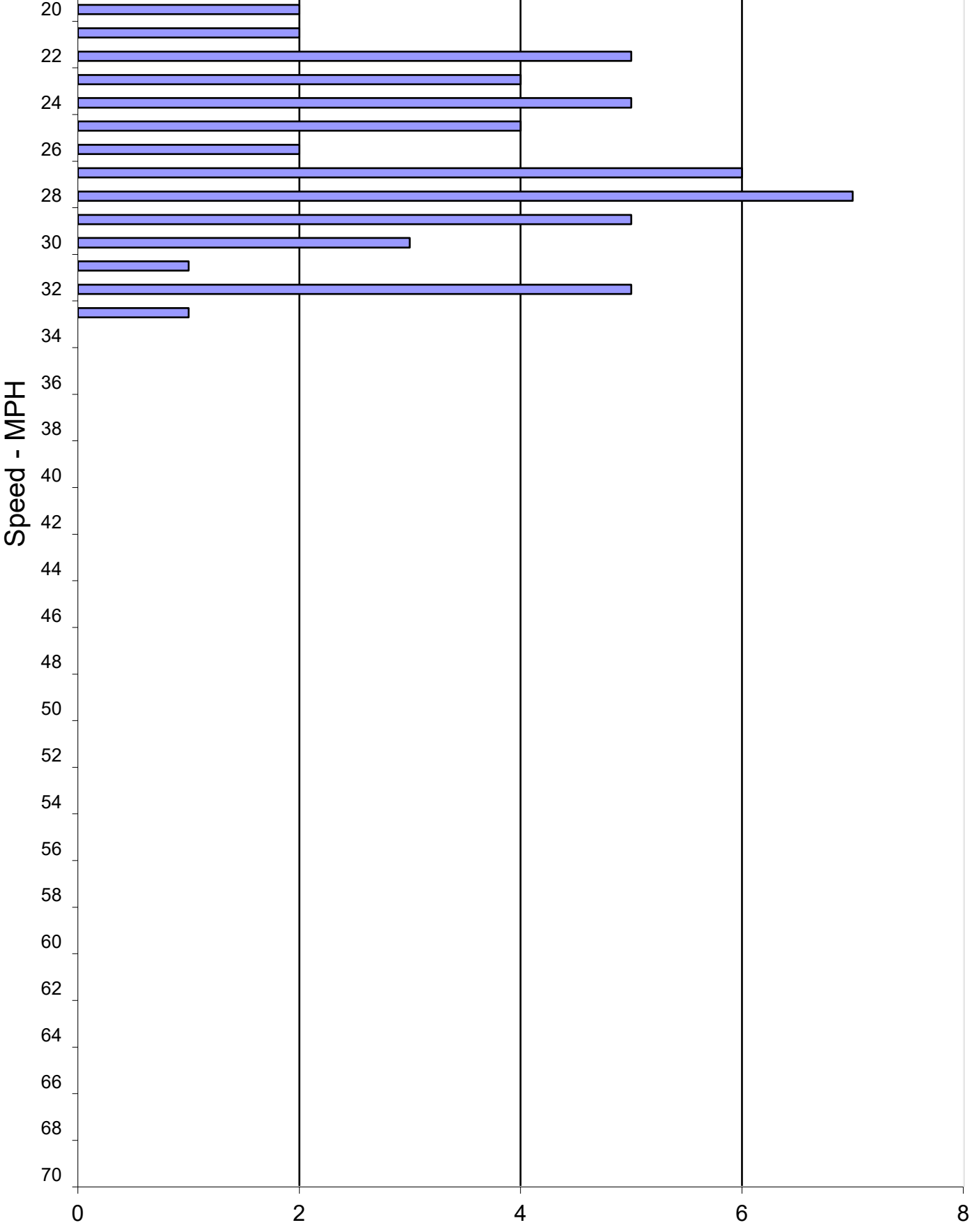
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	18 - 33	27 mph	30 mph	21 - 30	43	80%	7% / 4	13% / 7

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Gardner St Bet. Fountain Ave & Santa Monica Blvd
TIME: 10:48-11:28 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-020251-012

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	**2**
19	**5**
20	**3**
21	**4**
22	**3**
23	**2**
24	**5**
25	**7**
26	**4**
27	**6**
28	**4**
29	**4**
30	**1**
31	**3**
32	**1**
33	
34	**2**
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
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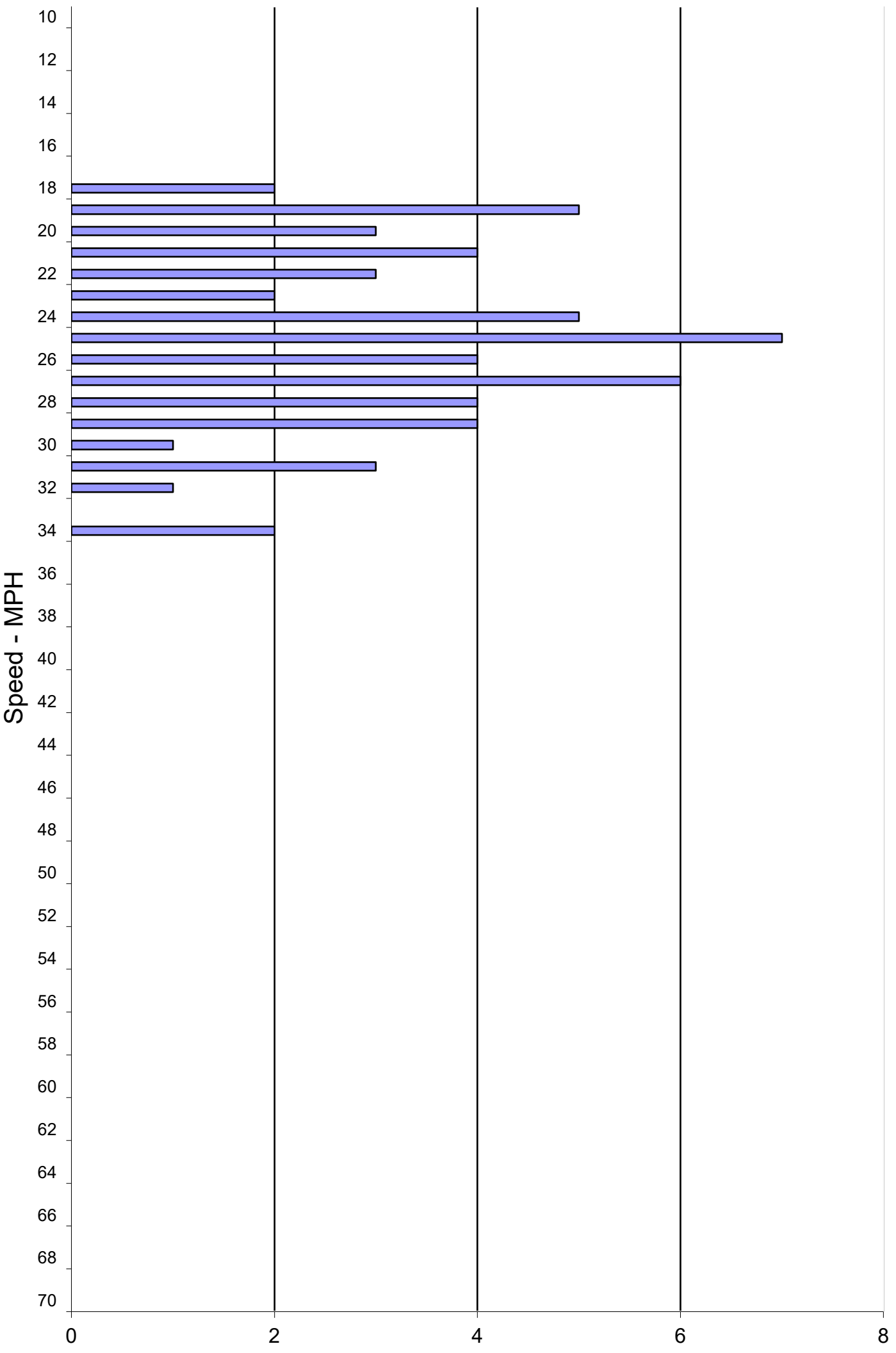
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	56	18 - 34	25 mph	29 mph	19 - 28	43	77%	3% / 2	20% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Gardner St Bet. Fountain Ave & Santa Monica Blvd
TIME: 10:48-11:28 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-020251-012**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	**3**
19	**6**
20	**5**
21	**6**
22	**8**
23	**6**
24	**10**
25	**11**
26	**6**
27	**12**
28	**11**
29	**9**
30	**4**
31	**4**
32	**6**
33	**1**
34	**2**
35	
36	
37	
38	
39	
40	
41	
42	
43	
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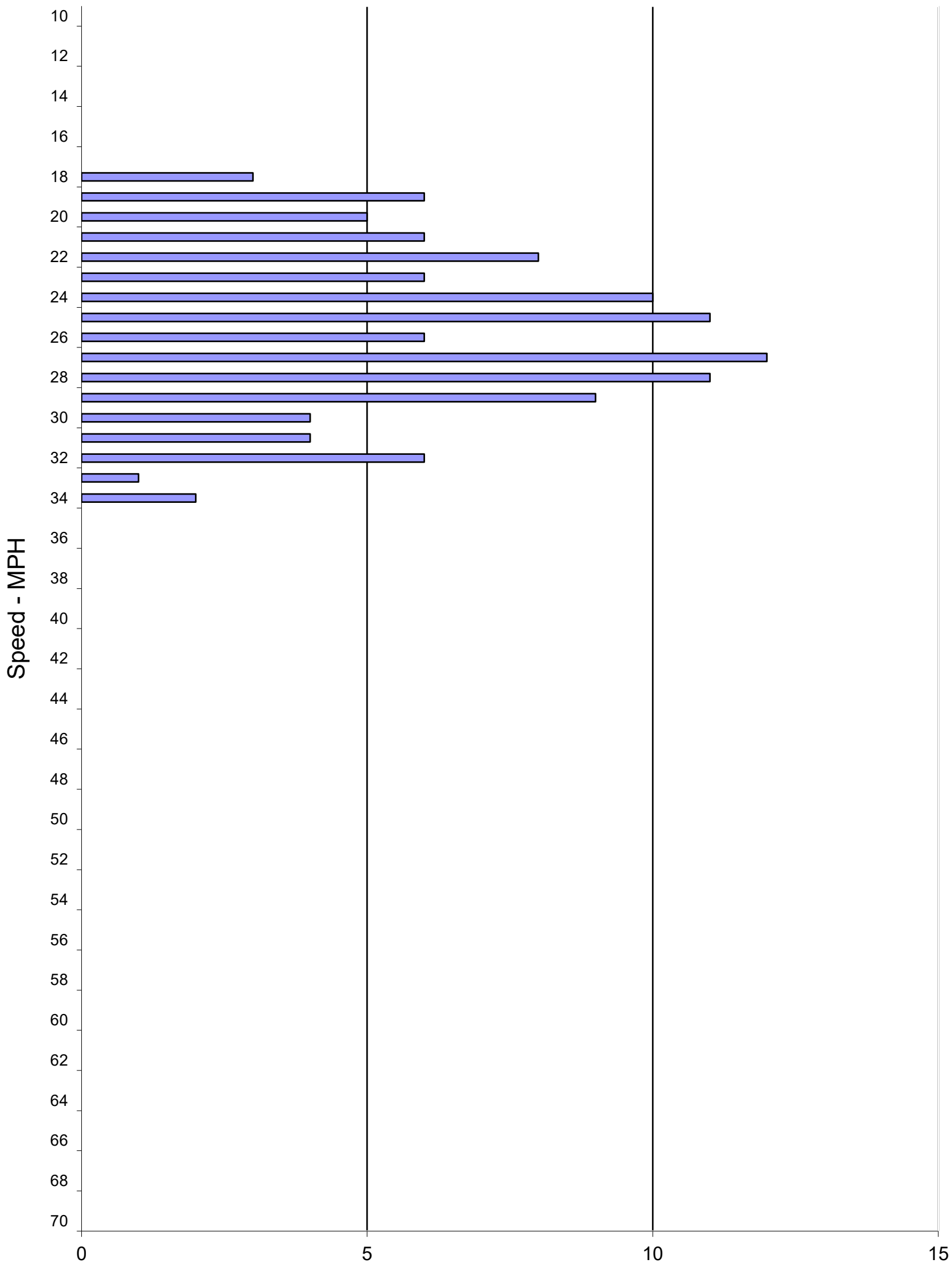
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	110	18 - 34	25 mph	30 mph	20 - 29	84	76%	8% / 9	16% / 17

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Holloway Dr Bet. Sunset Blvd & Santa Monica Blvd
TIME: 10:00-12:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-013**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	1
22	2
23	1
24	1
25	2
26	2
27	2
28	3
29	7
30	4
31	11
32	3
33	4
34	1
35	1
36	2
37	1
38	1
39	
40	1
41	
42	
43	
44	
45	
46	
47	
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51	
52	
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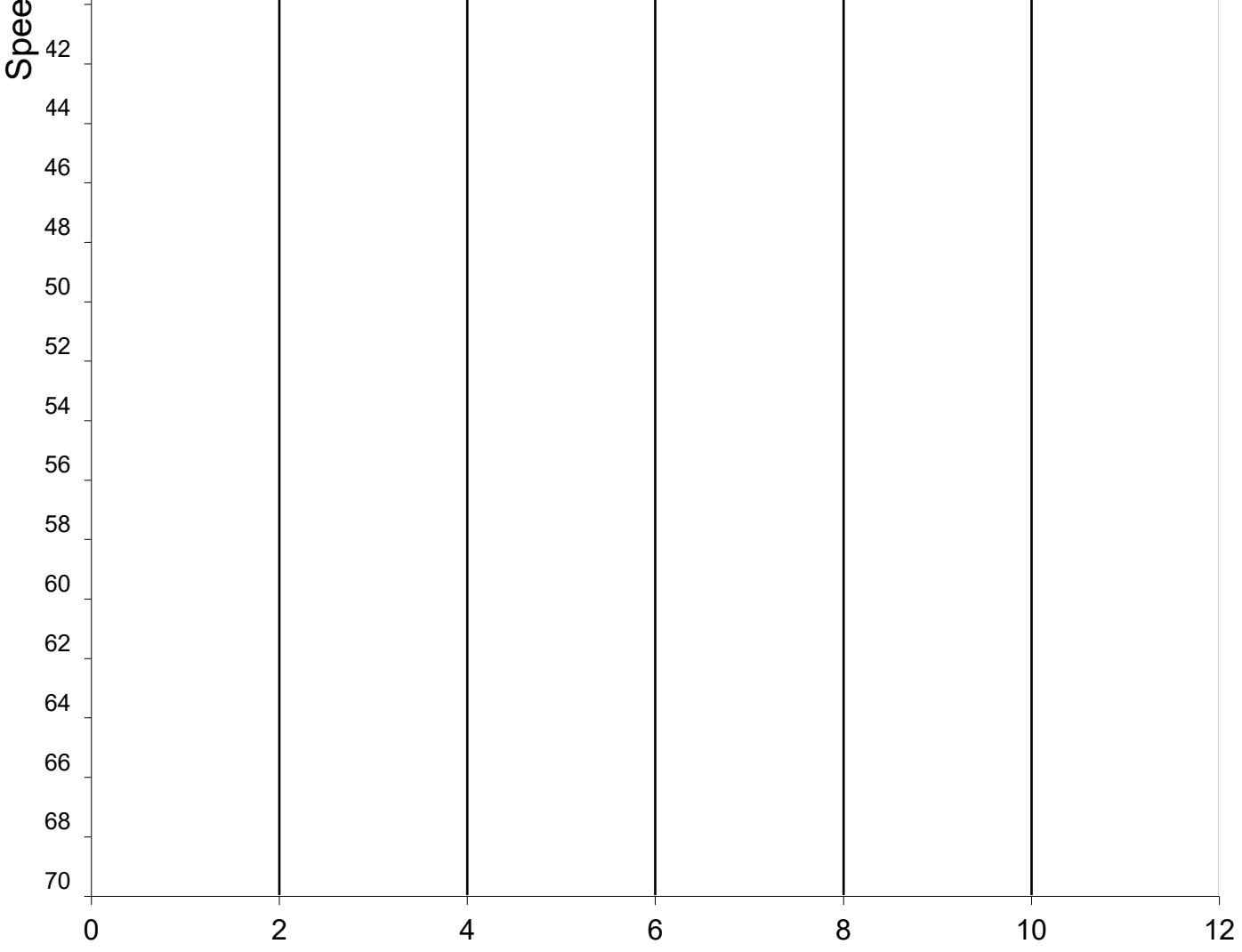
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	51	20 - 40	30 mph	33 mph	24 - 33	39	76%	9% / 5	14% / 7

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Holloway Dr Bet. Sunset Blvd & Santa Monica Blvd
TIME: 10:00-12:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-013**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	1
23	
24	
25	1
26	2
27	3
28	5
29	5
30	4
31	6
32	7
33	4
34	3
35	2
36	1
37	2
38	2
39	1
40	
41	1
42	
43	
44	
45	
46	
47	
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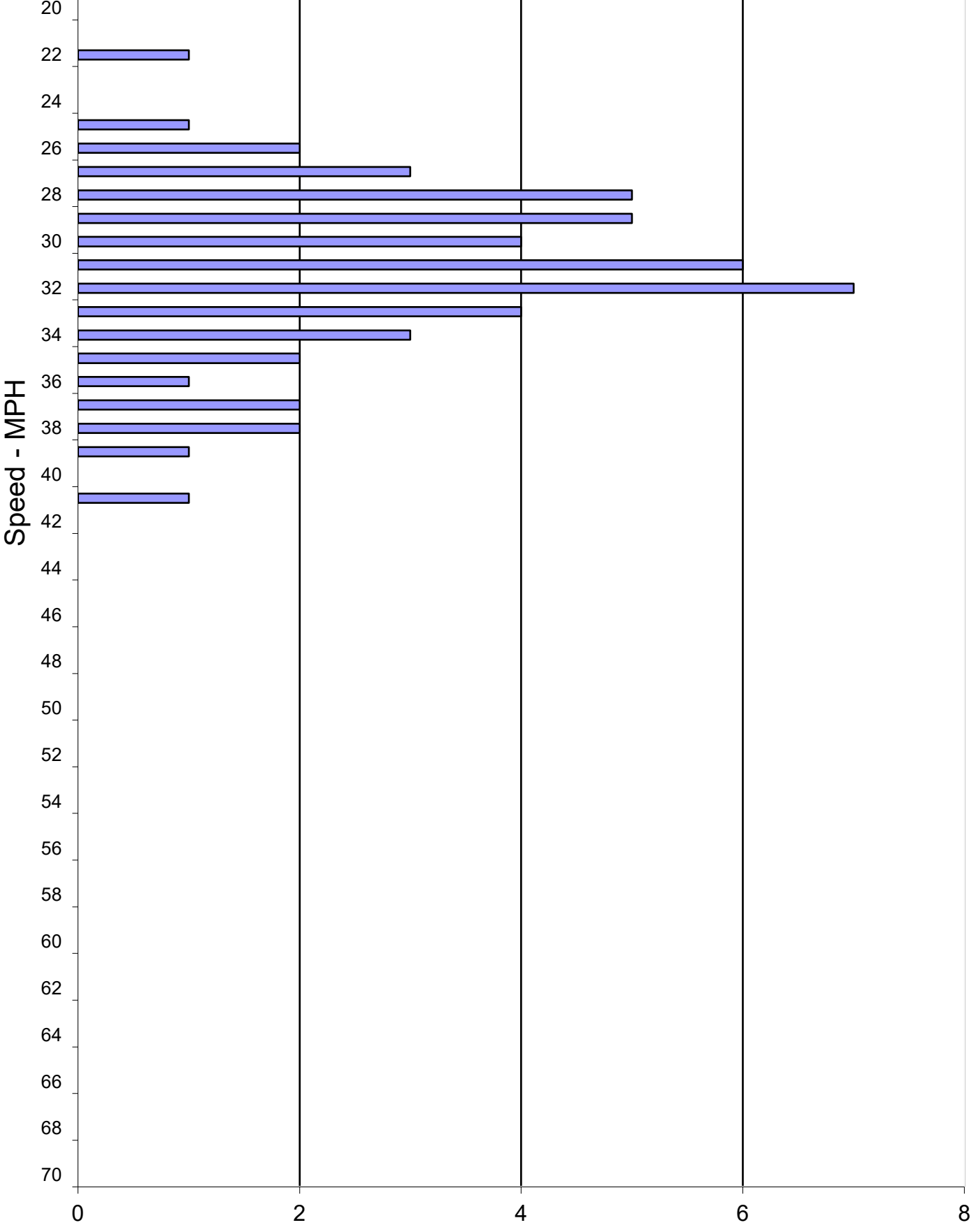
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	22 - 41	31 mph	35 mph	26 - 35	41	82%	4% / 2	14% / 7

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Holloway Dr Bet. Sunset Blvd & Santa Monica Blvd
TIME: 10:00-12:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-013**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	1
22	3
23	1
24	1
25	3
26	4
27	5
28	8
29	12
30	8
31	17
32	10
33	8
34	4
35	3
36	3
37	3
38	3
39	1
40	1
41	1
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
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59	
60	
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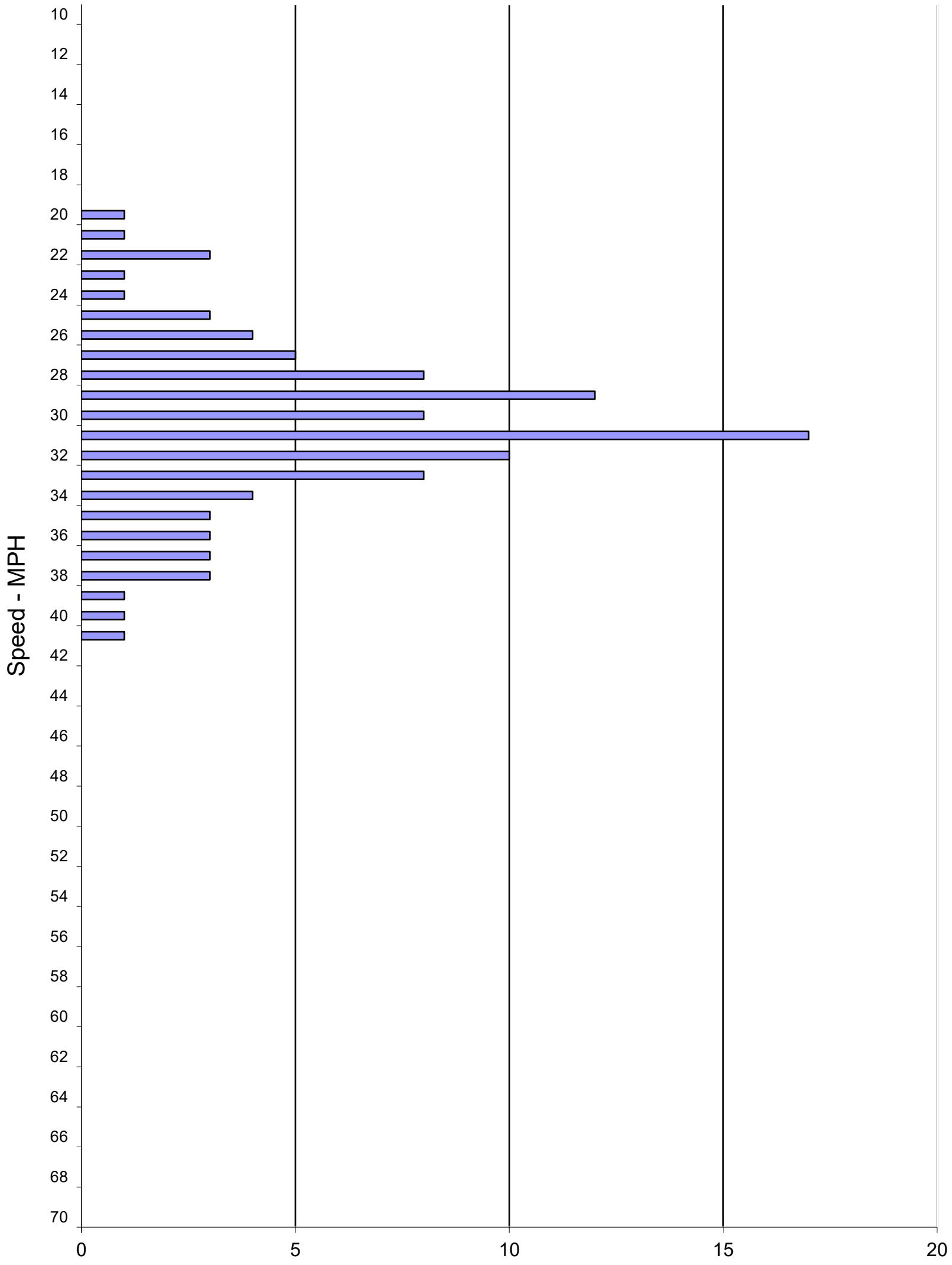
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	101	20 - 41	31 mph	34 mph	25 - 34	79	78%	6% / 7	15% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** La Brea Ave Bet. Fountain Ave & Romaine St
TIME: 13:40-14:29 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-014**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	1
22	1
23	4
24	3
25	4
26	2
27	5
28	5
29	6
30	6
31	6
32	1
33	
34	4
35	4
36	1
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
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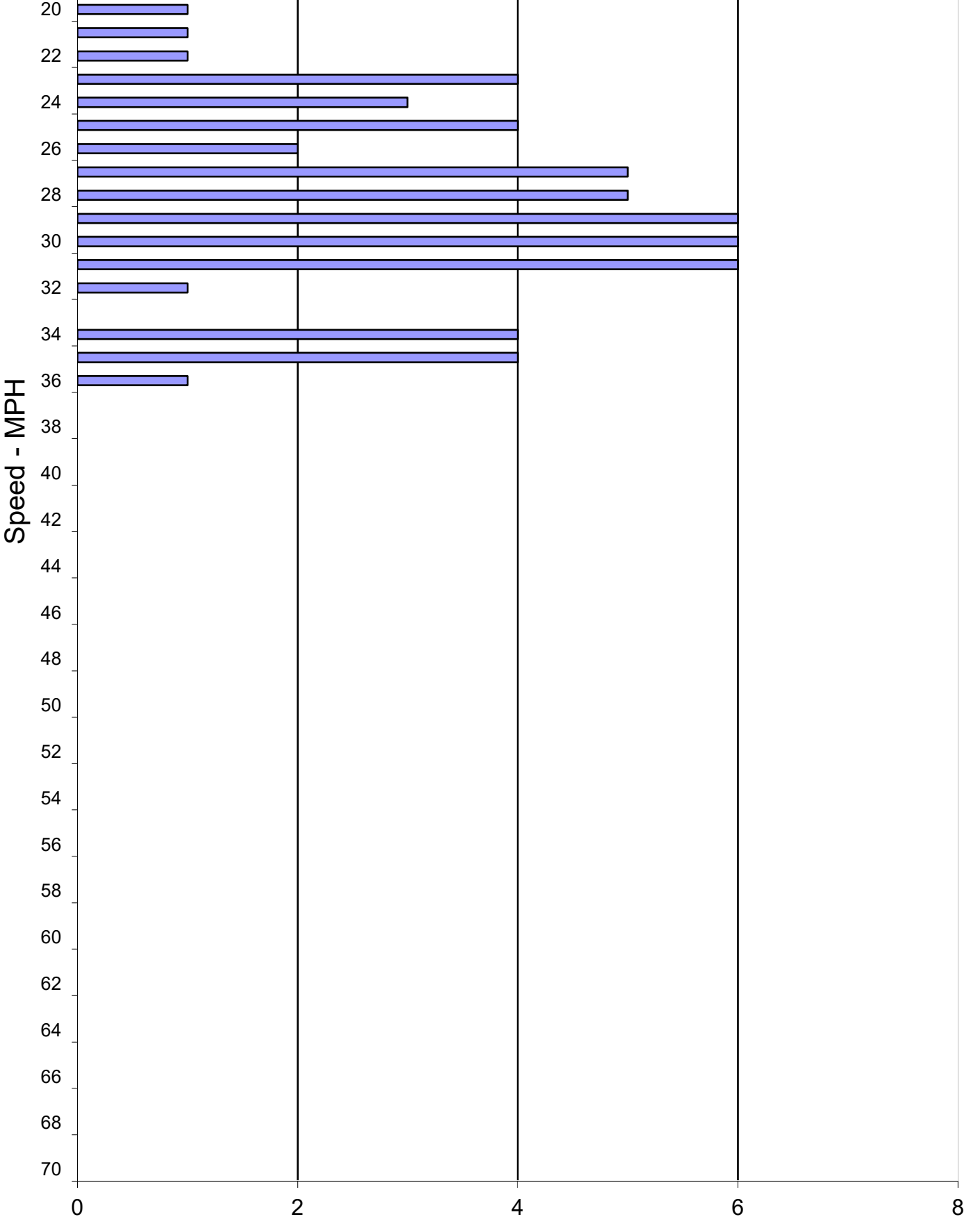
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	20 - 36	29 mph	34 mph	22 - 31	42	78%	3% / 2	19% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** La Brea Ave Bet. Fountain Ave & Romaine St
TIME: 13:40-14:29 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-014**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	1
24	2
25	3
26	2
27	10
28	4
29	5
30	5
31	7
32	3
33	2
34	3
35	2
36	2
37	2
38	1
39	
40	1
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
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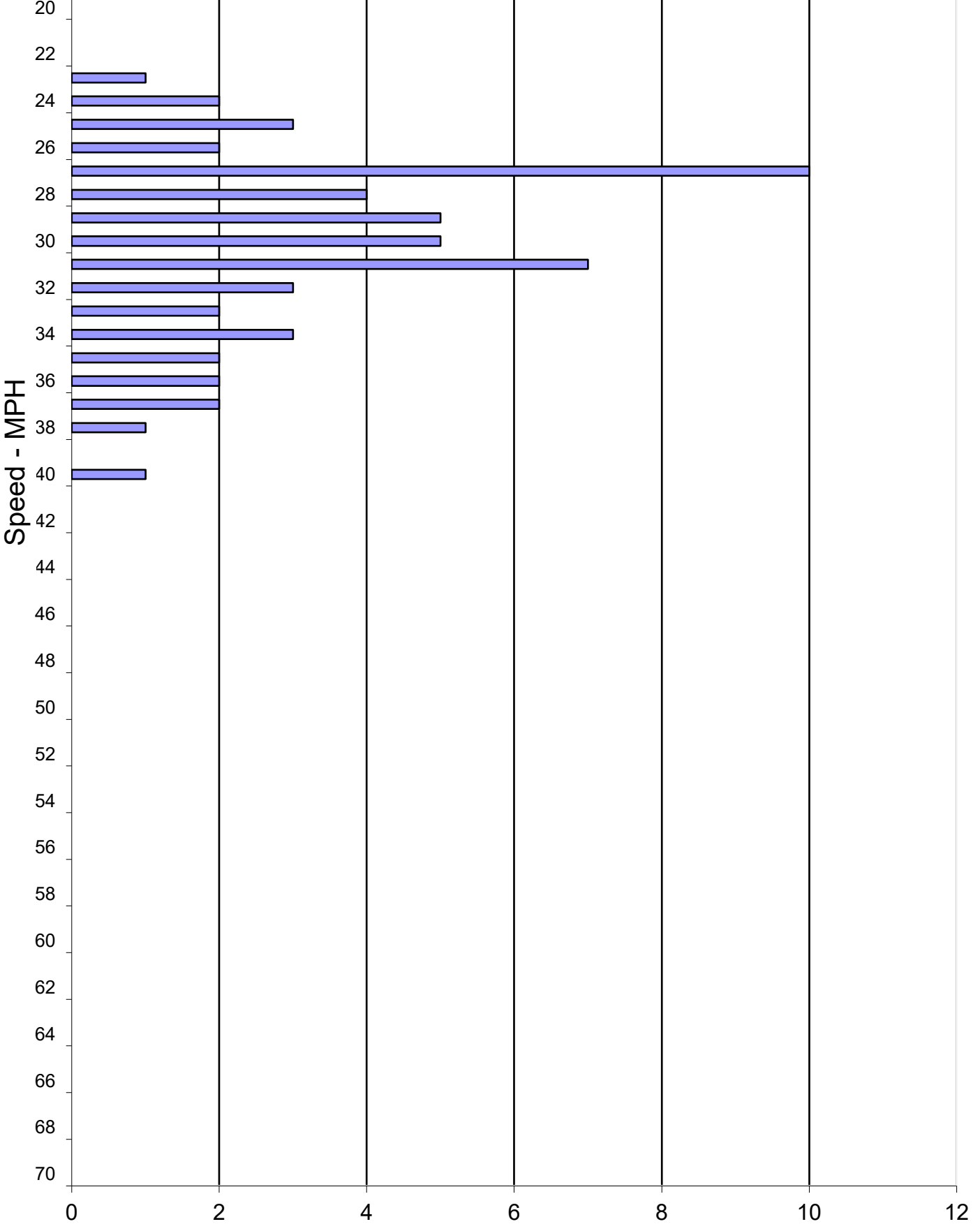
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	23 - 40	30 mph	34 mph	25 - 34	44	80%	5% / 3	15% / 8

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** La Brea Ave Bet. Fountain Ave & Romaine St
TIME: 13:40-14:29 **Posted Speed:** 35 MPH Clear/Dry **Project #:** 23-020251-014

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	1
22	1
23	5
24	5
25	7
26	4
27	15
28	9
29	11
30	11
31	13
32	4
33	2
34	7
35	6
36	3
37	2
38	1
39	
40	1
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
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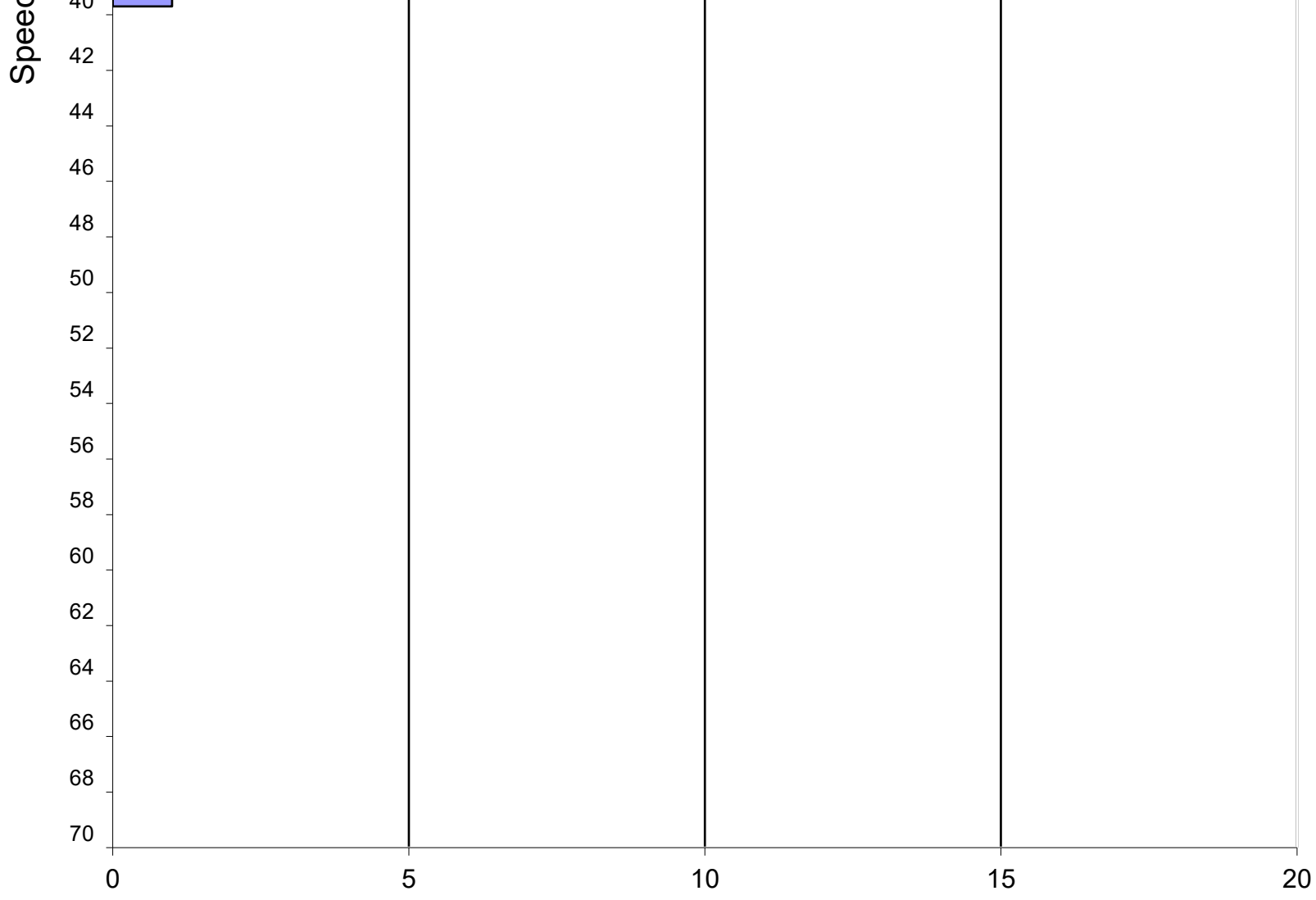
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	109	20 - 40	29 mph	34 mph	23 - 32	84	77%	2% / 3	21% / 22

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** La Cienega Blvd Bet. Sunset Blvd & Romaine St
TIME: 12:00-13:30 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-015**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	**5**
21	**4**
22	**5**
23	
24	**4**
25	**8**
26	**3**
27	**3**
28	
29	**4**
30	**3**
31	**1**
32	**7**
33	**5**
34	**1**
35	**1**
36	
37	**1**
38	**1**
39	
40	
41	
42	
43	
44	
45	
46	
47	
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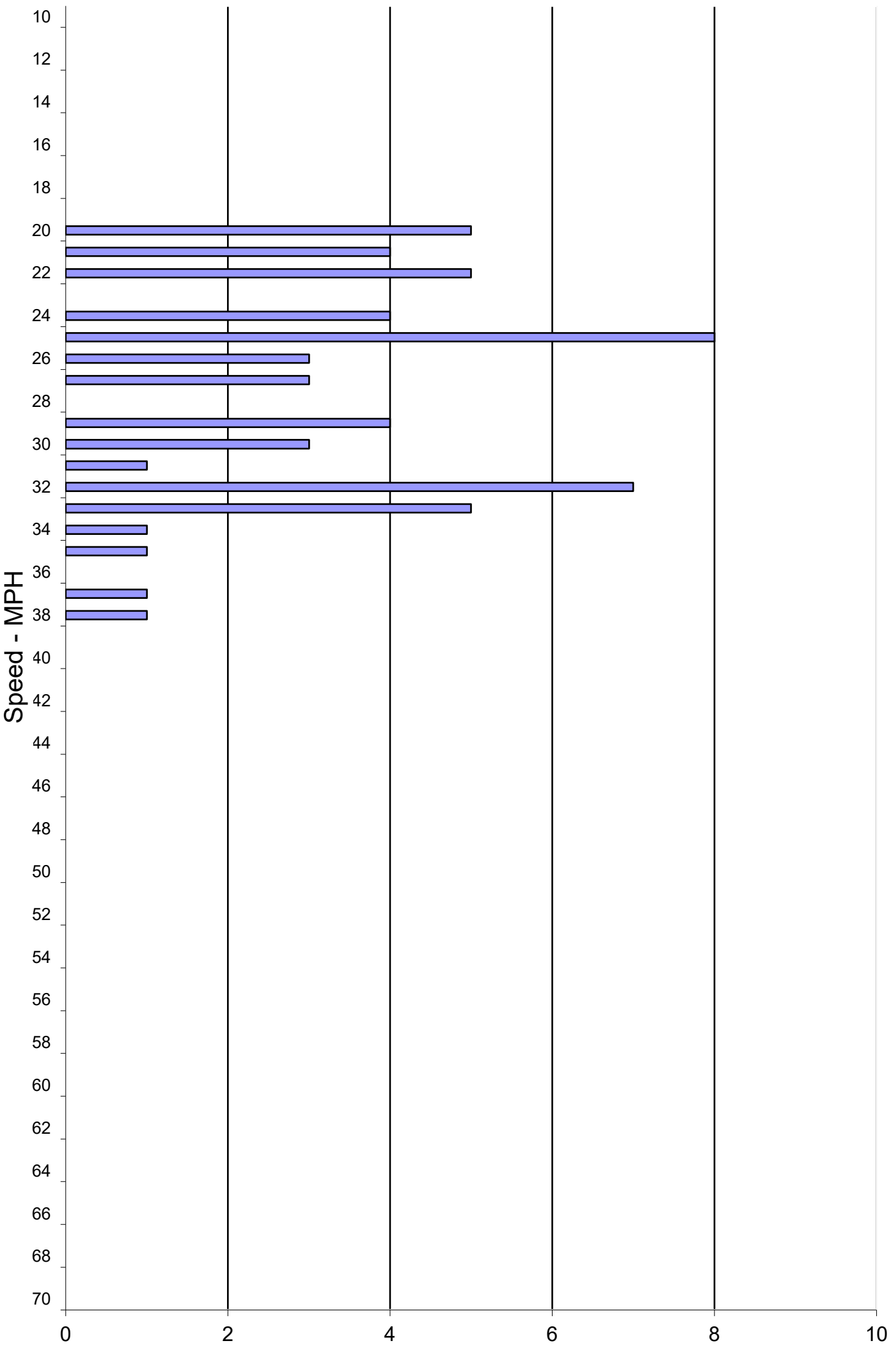
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	56	20 - 38	26 mph	33 mph	24 - 33	38	68%	25% / 14	8% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** La Cienega Blvd Bet. Sunset Blvd & Romaine St
TIME: 12:00-13:30 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-015**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	3
22	2
23	7
24	5
25	3
26	4
27	5
28	1
29	5
30	3
31	3
32	1
33	
34	4
35	3
36	2
37	
38	
39	1
40	
41	
42	1
43	
44	
45	
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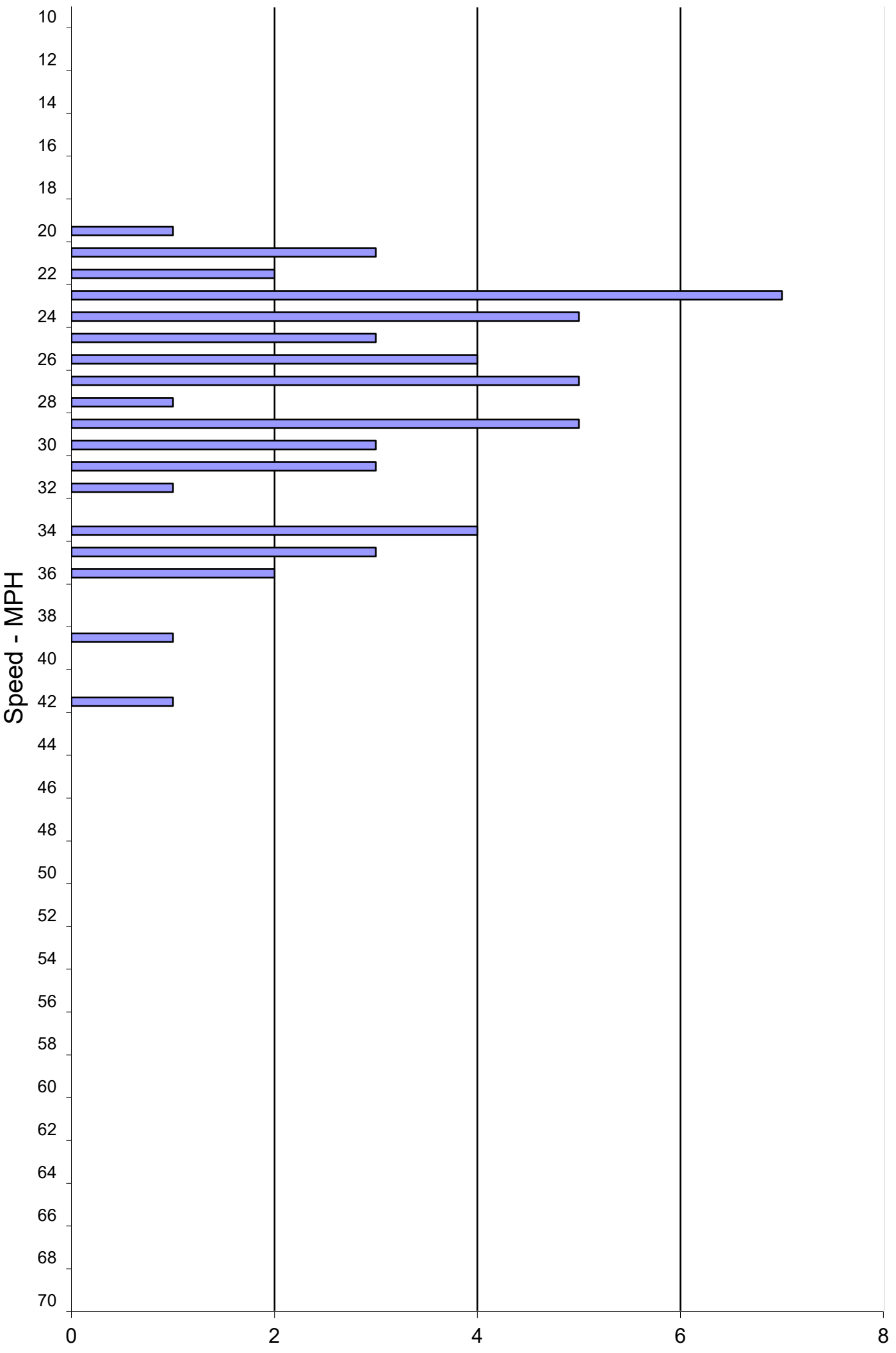
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	20 - 42	27 mph	34 mph	21 - 30	38	70%	1% / 1	28% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** La Cienega Blvd Bet. Sunset Blvd & Romaine St
TIME: 12:00-13:30 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-015**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	6
21	7
22	7
23	7
24	9
25	11
26	7
27	8
28	1
29	9
30	6
31	4
32	8
33	5
34	5
35	4
36	2
37	1
38	1
39	1
40	
41	
42	1
43	
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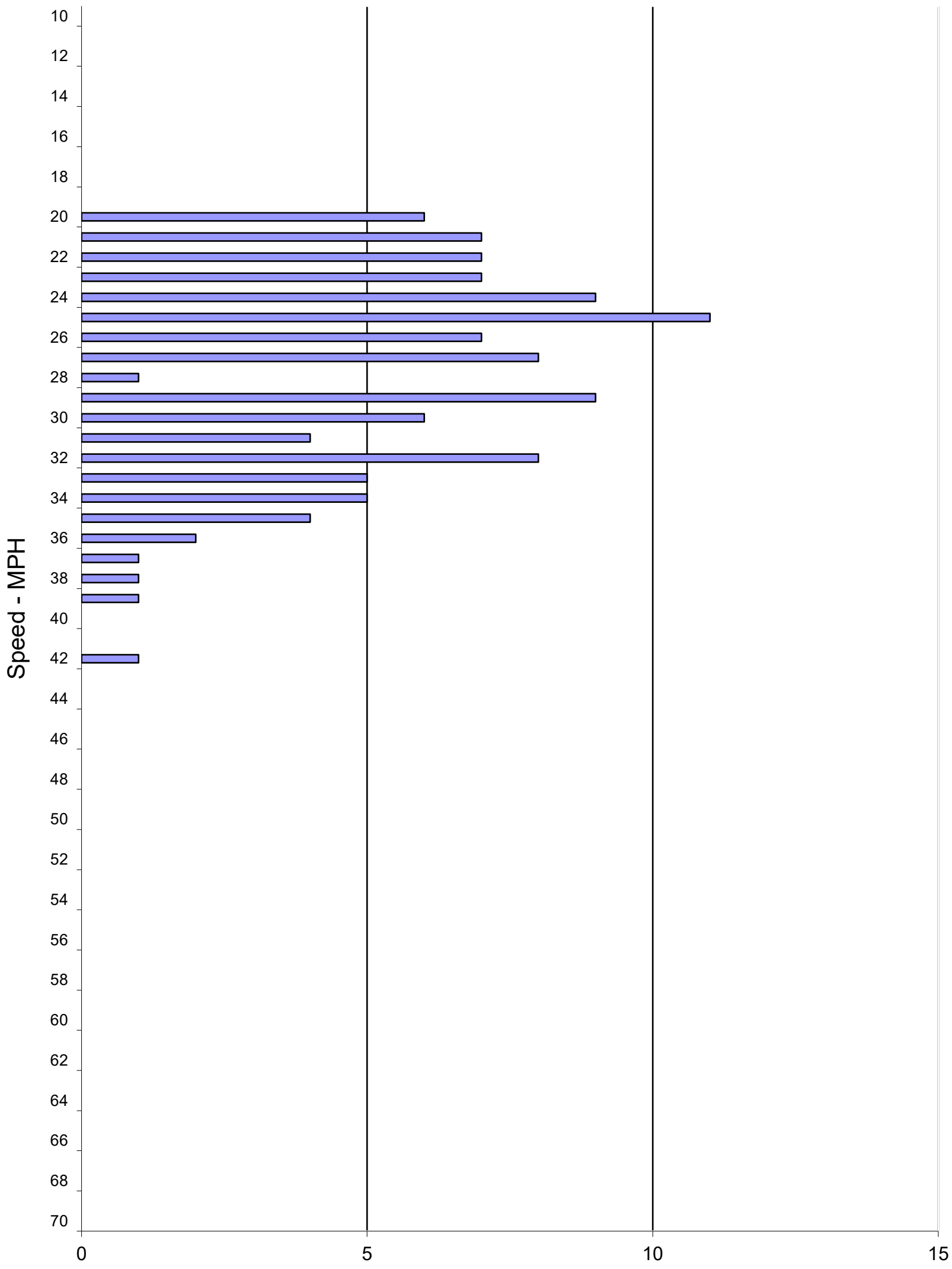
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	110	20 - 42	27 mph	33 mph	20 - 29	72	65%	0% / 0	35% / 38

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** La Cienega Blvd Bet. Melrose Pl & Rosewood Ave
TIME: 13:00-14:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-016**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	3
24	1
25	
26	6
27	1
28	3
29	3
30	
31	5
32	1
33	
34	5
35	5
36	5
37	2
38	2
39	1
40	5
41	2
42	1
43	
44	1
45	
46	
47	1
48	
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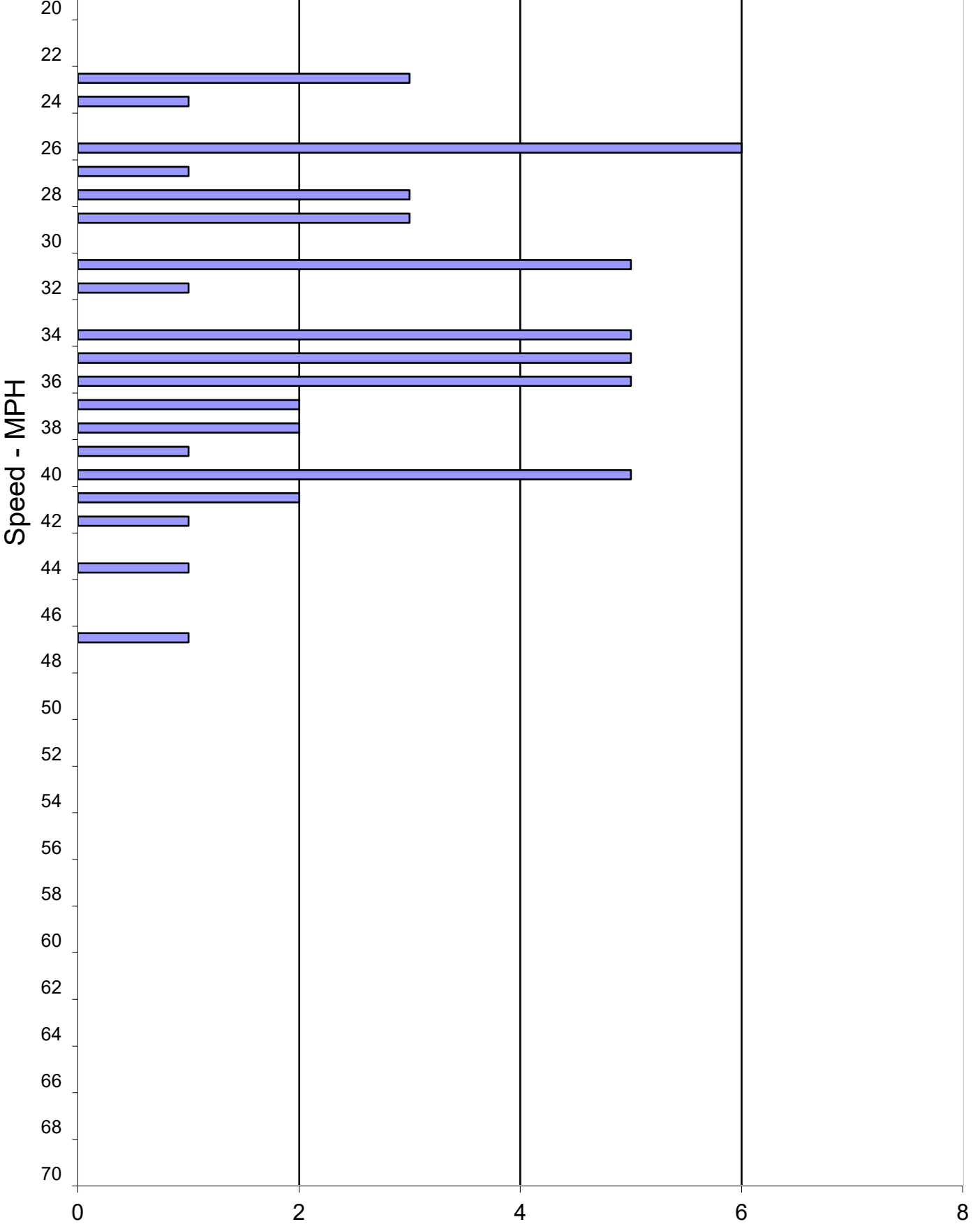
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	23 - 47	34 mph	40 mph	31 - 40	31	58%	32% / 17	10% / 5

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** La Cienega Blvd Bet. Melrose Pl & Rosewood Ave
TIME: 13:00-14:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-016**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	
21	1
22	
23	1
24	
25	
26	1
27	2
28	6
29	1
30	6
31	3
32	5
33	5
34	2
35	2
36	
37	2
38	4
39	1
40	1
41	5
42	1
43	1
44	
45	2
46	
47	1
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49	
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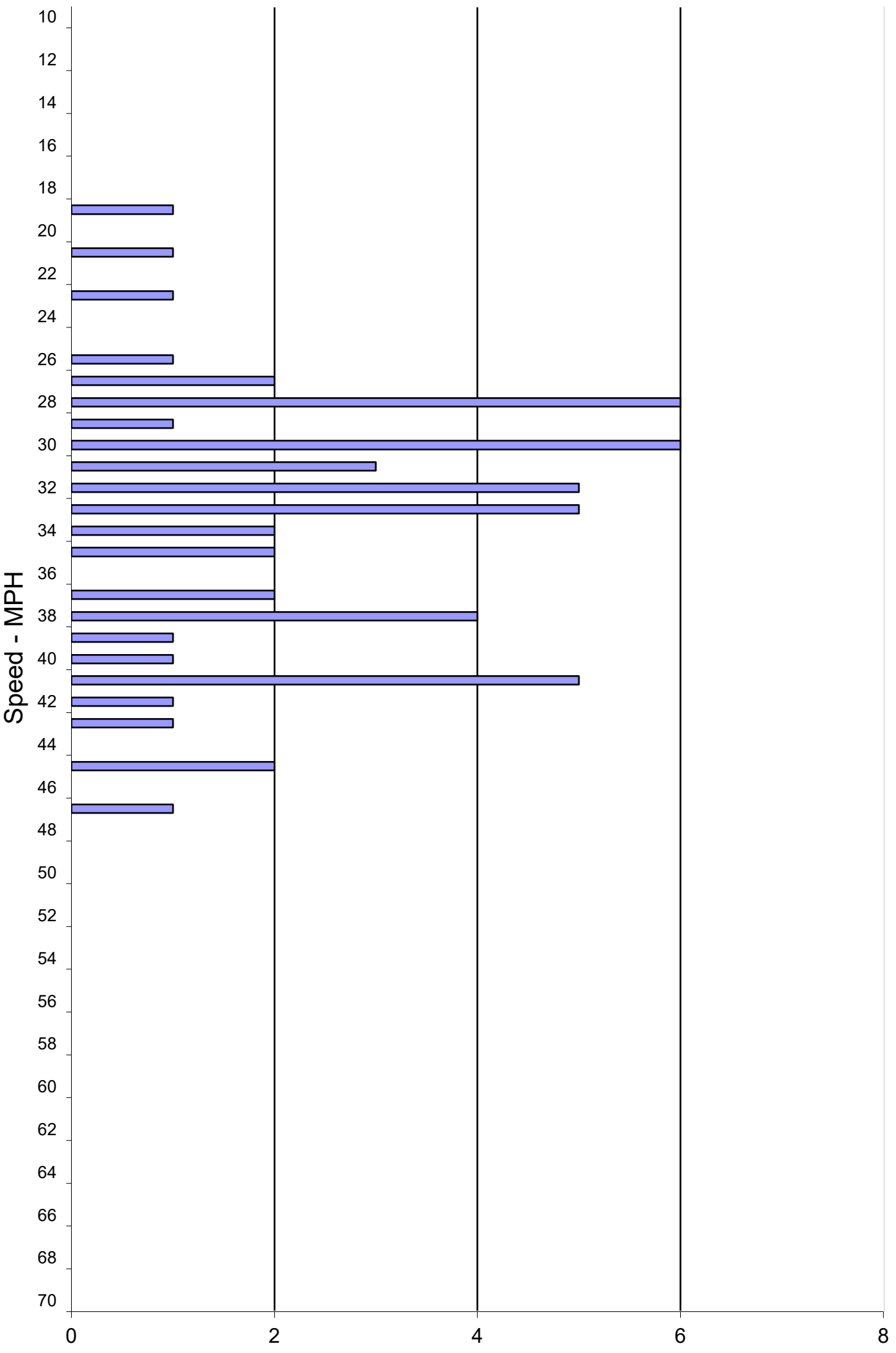
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	19 - 47	32 mph	41 mph	26 - 35	33	61%	5% / 3	34% / 18

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** La Cienega Blvd Bet. Melrose Pl & Rosewood Ave
TIME: 13:00-14:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-016**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	
21	1
22	
23	4
24	1
25	
26	7
27	3
28	9
29	4
30	6
31	8
32	6
33	5
34	7
35	7
36	5
37	4
38	6
39	2
40	6
41	7
42	2
43	1
44	1
45	2
46	
47	2
48	
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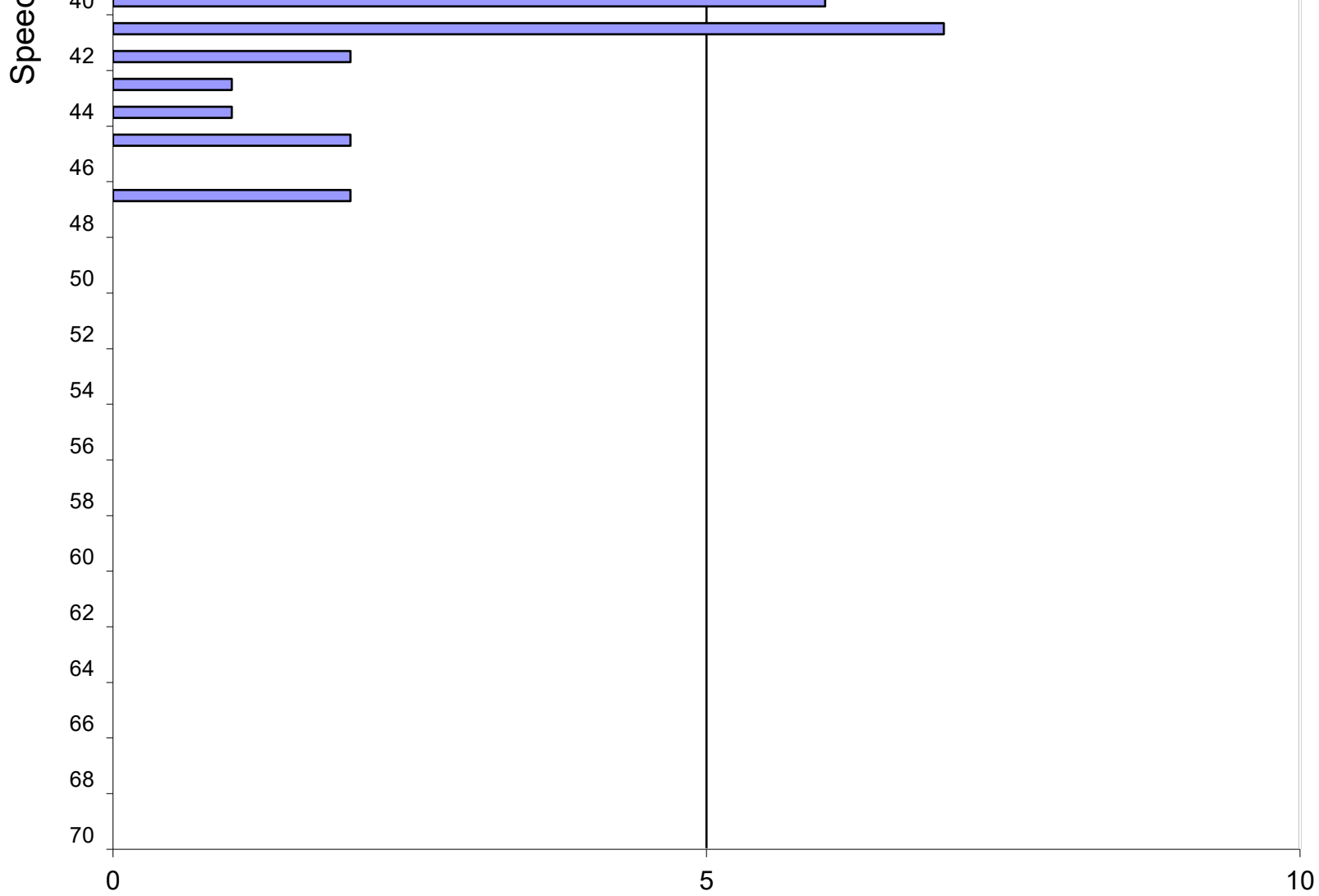
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	19 - 47	33 mph	40 mph	26 - 35	62	58%	6% / 7	36% / 38

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Melrose Ave Bet. Doheny Dr & East City Limit
TIME: 14:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #:** 23-020251-017

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	1
23	1
24	3
25	1
26	
27	3
28	2
29	1
30	2
31	2
32	5
33	2
34	8
35	1
36	6
37	6
38	2
39	3
40	2
41	1
42	
43	1
44	
45	
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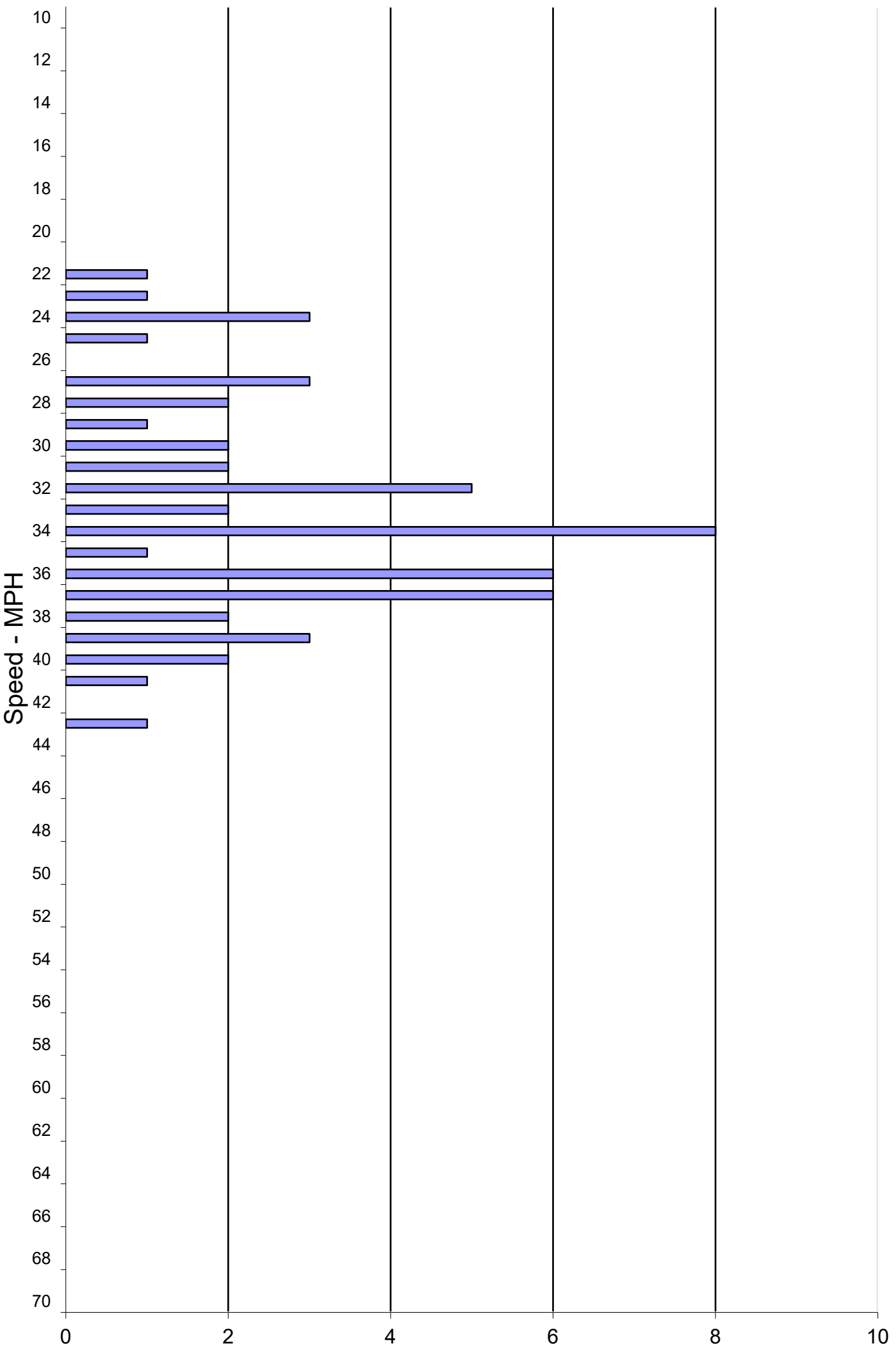
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	22 - 43	34 mph	38 mph	30 - 39	37	70%	22% / 12	8% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Melrose Ave Bet. Doheny Dr & East City Limit
TIME: 14:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-017**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	2
22	
23	2
24	
25	3
26	3
27	3
28	5
29	
30	6
31	1
32	5
33	5
34	5
35	
36	3
37	3
38	1
39	
40	
41	2
42	1
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44	
45	
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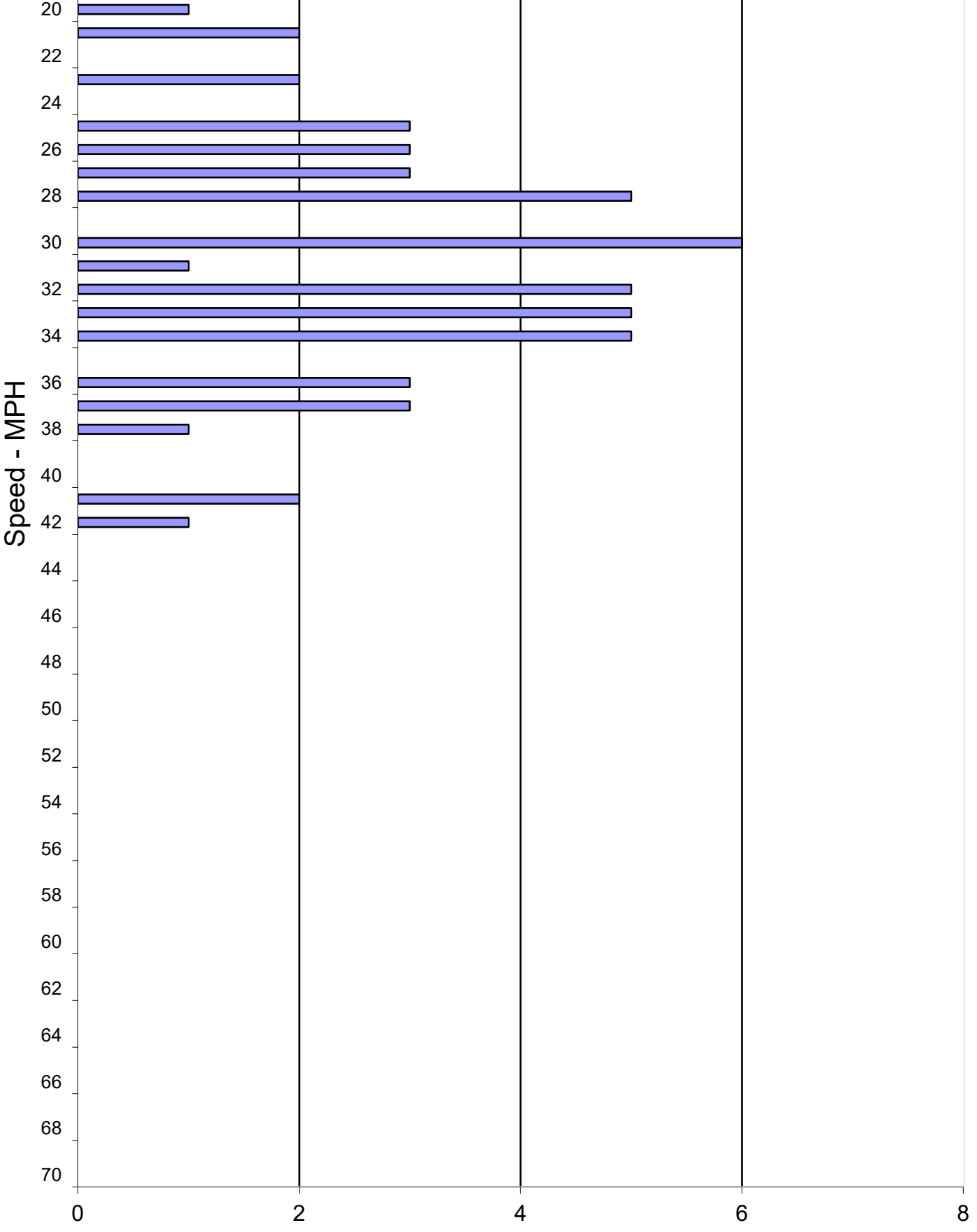
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	51	20 - 42	31 mph	36 mph	25 - 34	36	71%	9% / 5	20% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/26/2023 **Location:** Melrose Ave Bet. Doheny Dr & East City Limit
TIME: 14:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-017**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	2
22	1
23	3
24	3
25	4
26	3
27	6
28	7
29	1
30	8
31	3
32	10
33	7
34	13
35	1
36	9
37	9
38	3
39	3
40	2
41	3
42	1
43	1
44	
45	
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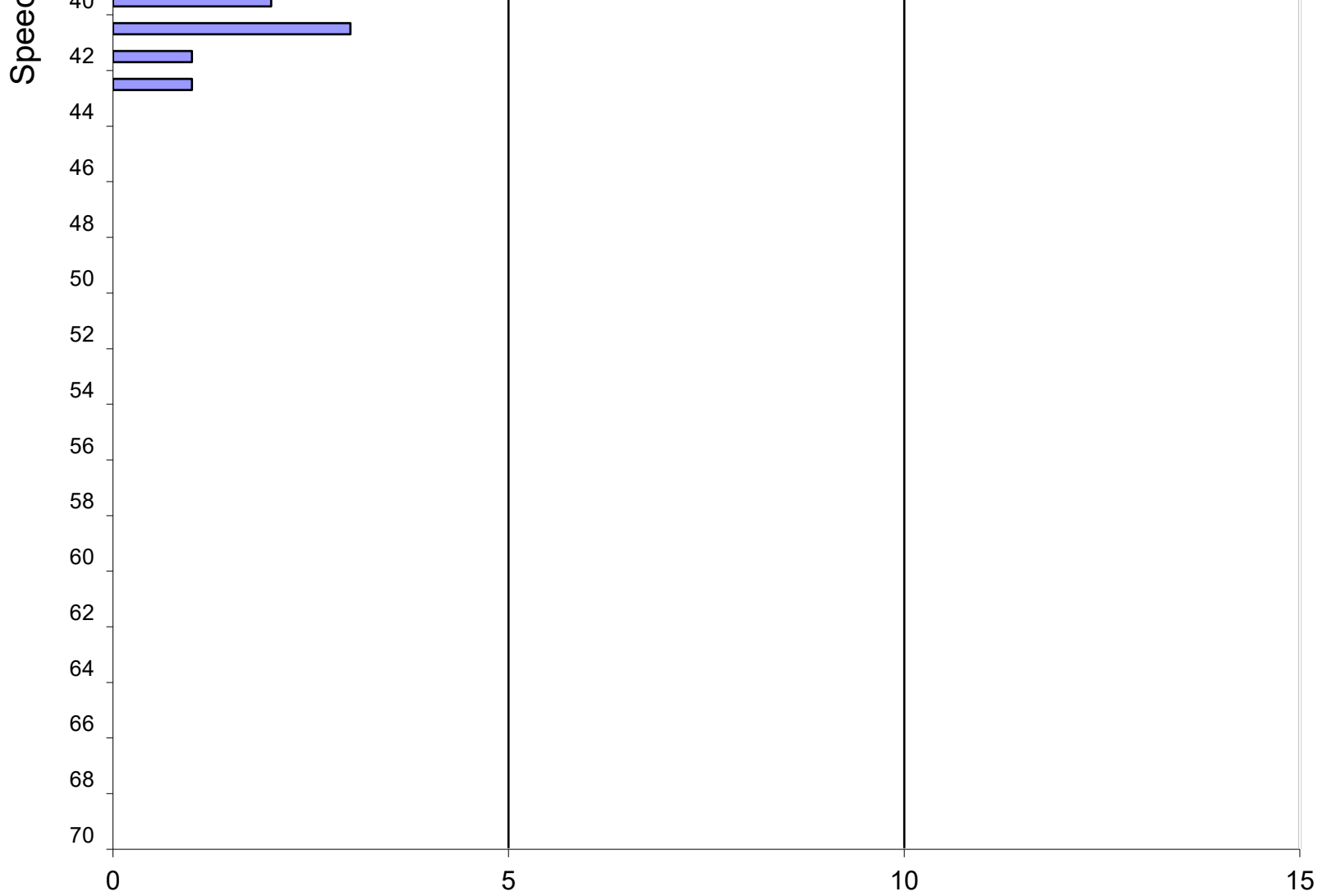
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	104	20 - 43	32 mph	37 mph	28 - 37	68	65%	22% / 23	13% / 13

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/27/2023 **Location:** Robertson Blvd Bet. Santa Monica Blvd & South City Limit
TIME: 10:00-12:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-018**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	1
23	3
24	5
25	3
26	3
27	5
28	2
29	2
30	5
31	2
32	3
33	1
34	2
35	5
36	3
37	1
38	1
39	2
40	1
41	
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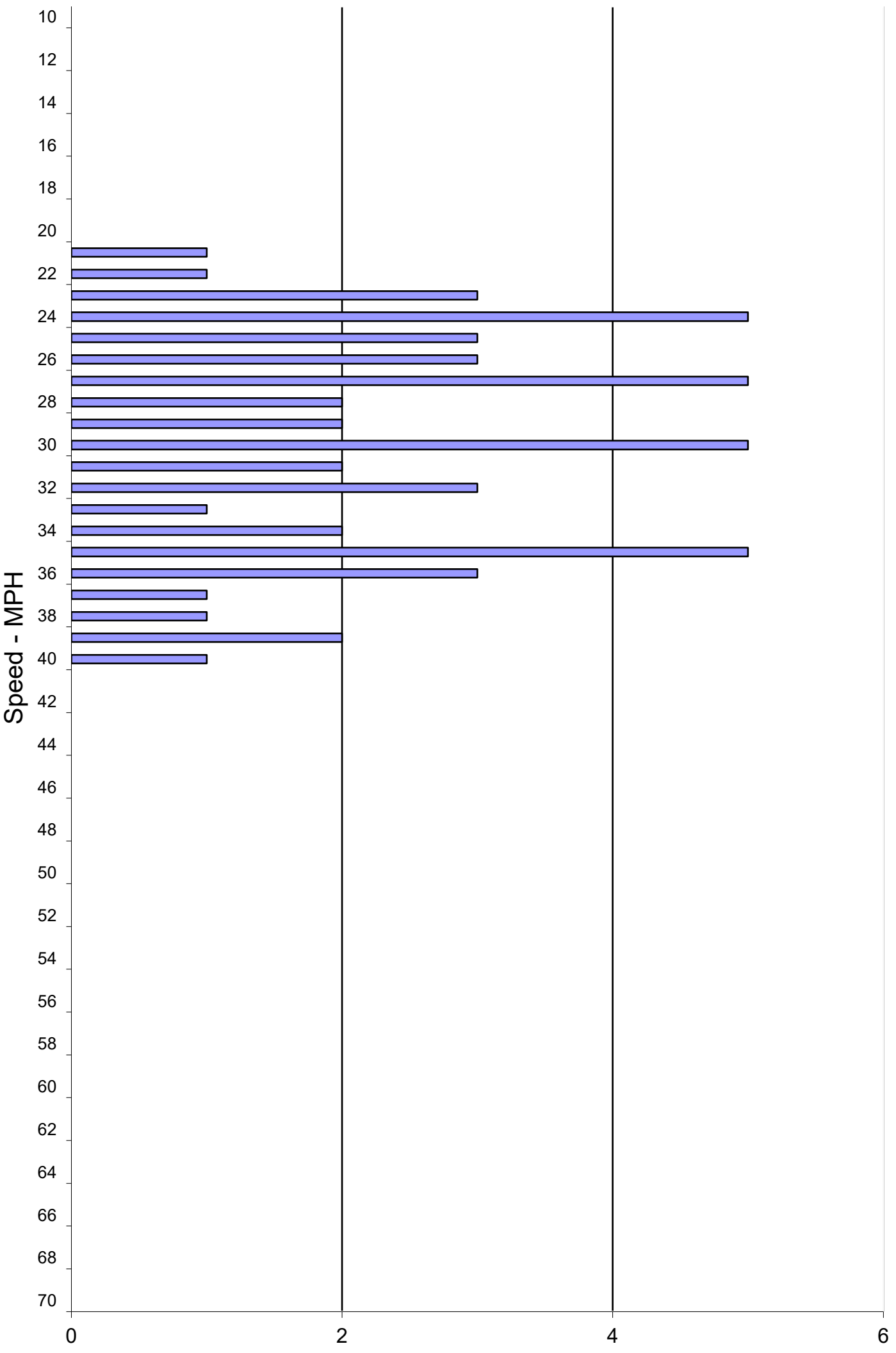
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	51	21 - 40	30 mph	36 mph	23 - 32	33	65%	3% / 2	32% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/27/2023 **Location:** Robertson Blvd Bet. Santa Monica Blvd & South City Limit
TIME: 10:00-12:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-018**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	1
23	3
24	3
25	5
26	2
27	6
28	5
29	6
30	3
31	3
32	2
33	3
34	
35	5
36	3
37	2
38	2
39	2
40	1
41	
42	
43	
44	
45	
46	
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50	
51	
52	
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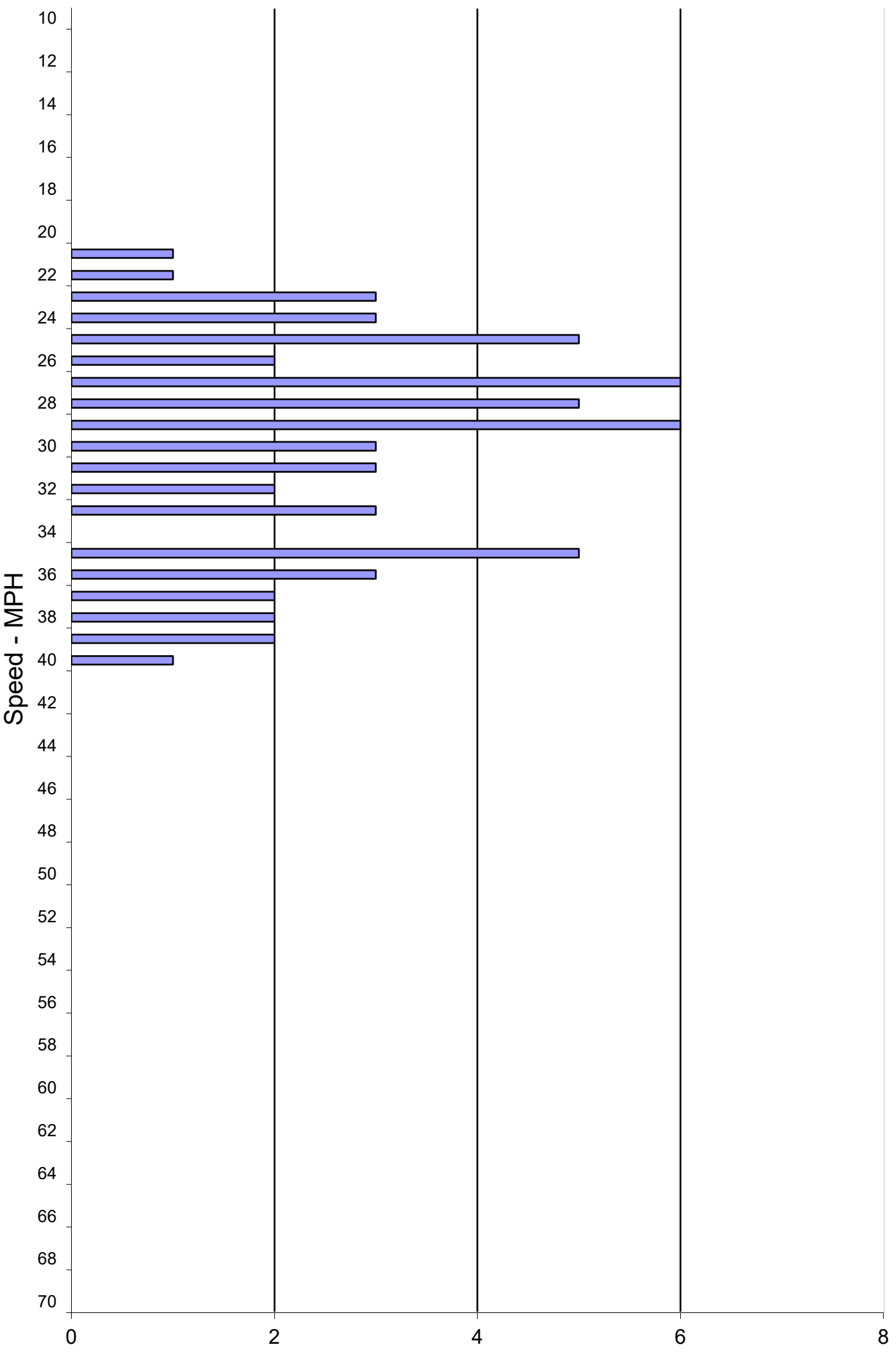
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	21 - 40	29 mph	36 mph	23 - 32	38	66%	3% / 2	32% / 18

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/27/2023 **Location:** Robertson Blvd Bet. Santa Monica Blvd & South City Limit
TIME: 10:00-12:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-018**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	**2**
22	**2**
23	**6**
24	**8**
25	**8**
26	**5**
27	**11**
28	**7**
29	**8**
30	**8**
31	**5**
32	**5**
33	**4**
34	**2**
35	**10**
36	**6**
37	**3**
38	**3**
39	**4**
40	**2**
41	
42	
43	
44	
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49	
50	
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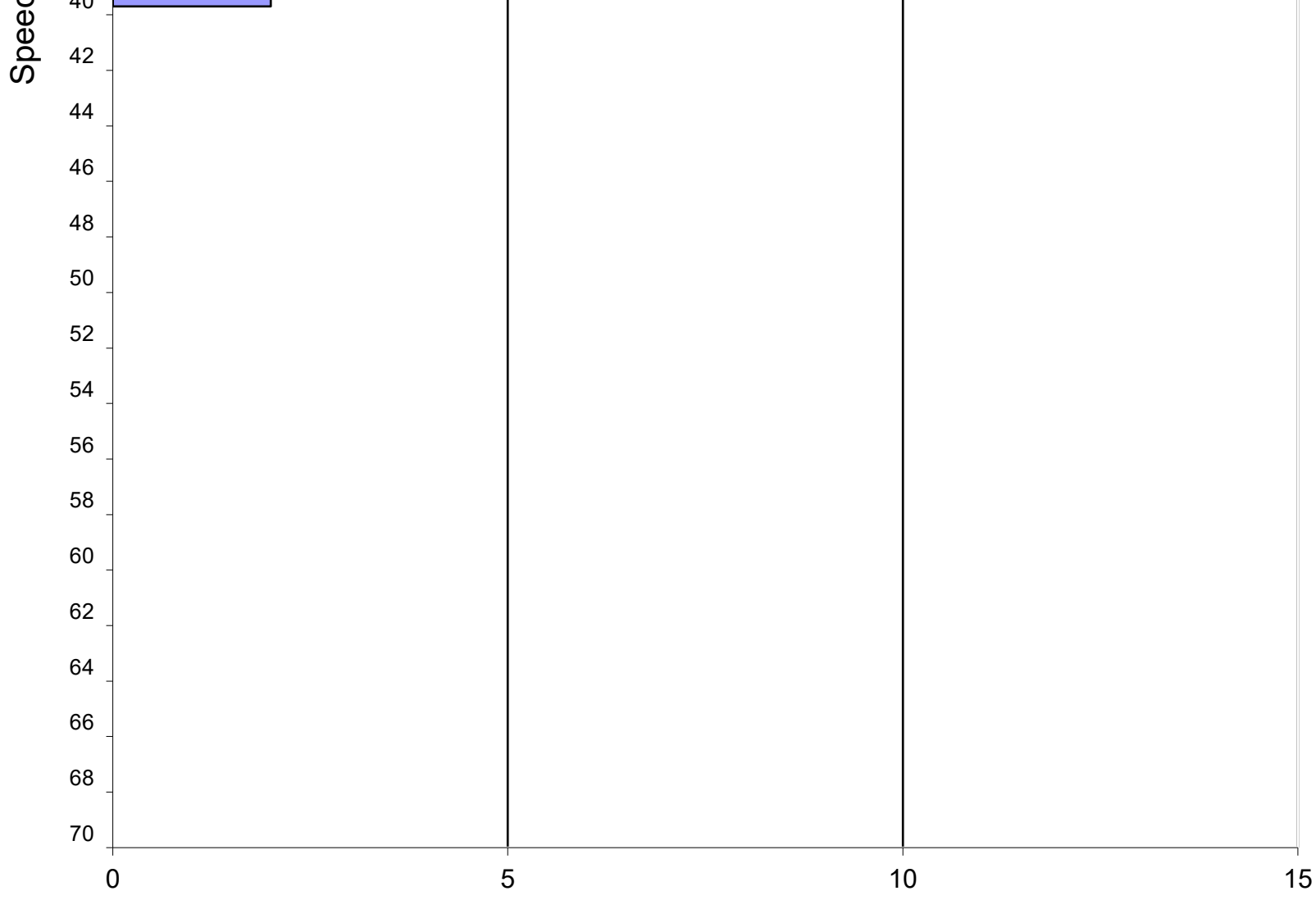
68	
69	
>=70	



SPEED PARAMETERS									
Class	**Count**	**Range**	**50th Percentile**	**85th Percentile**	**10 MPH Pace**	**# in Pace**	**Percent in Pace**	**% / # Below Pace**	**% / # Above Pace**
ALL	109	21 - 40	29 mph	36 mph	23 - 32	71	65%	3% / 4	32% / 34

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** San Vicente Blvd Bet. Sunset Blvd & Santa Monica Blvd
TIME: 13:30-14:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-019**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	1
21	
22	1
23	2
24	3
25	2
26	4
27	
28	2
29	1
30	3
31	2
32	2
33	6
34	8
35	2
36	3
37	3
38	7
39	2
40	5
41	2
42	
43	1
44	
45	
46	
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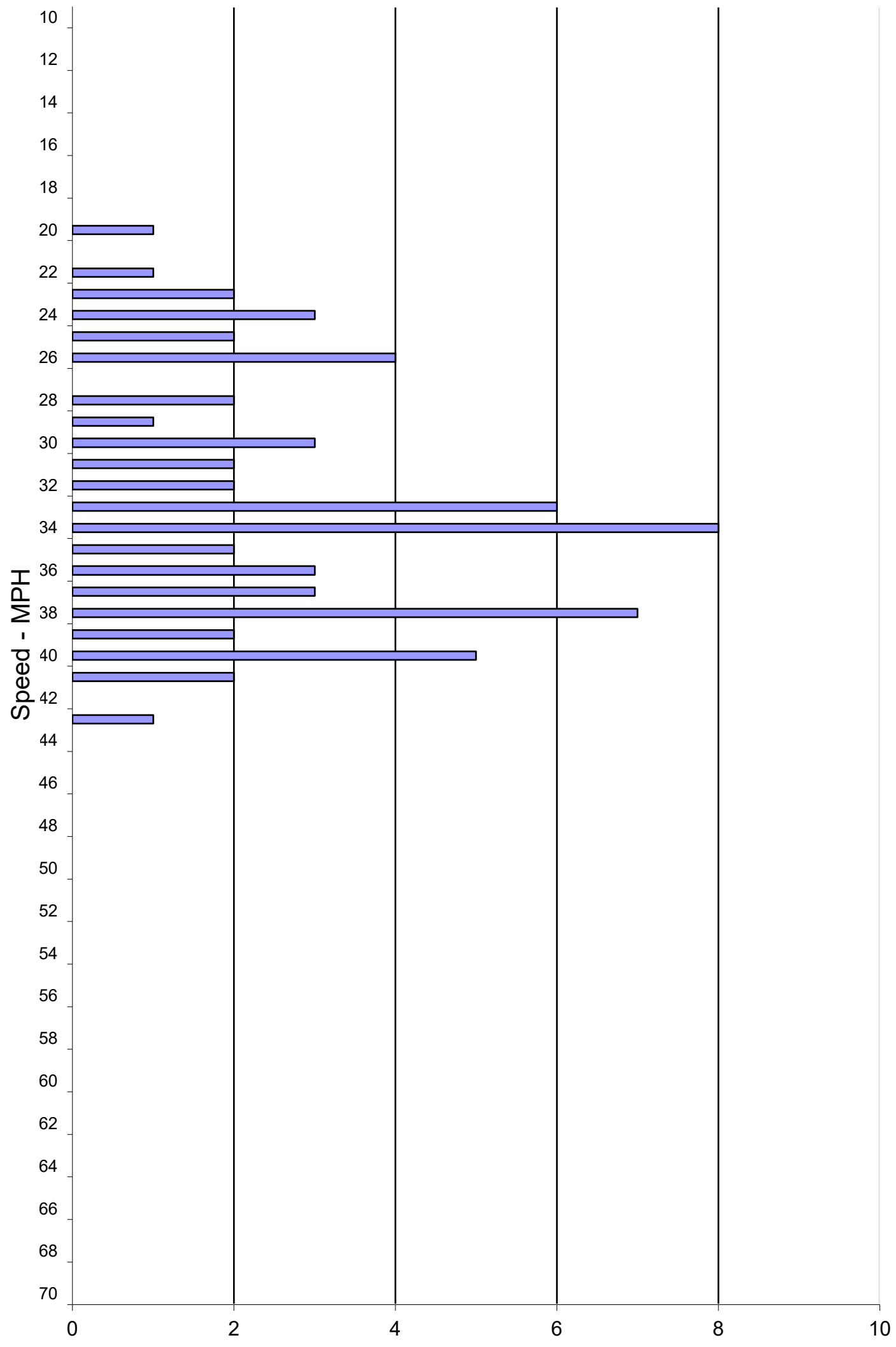
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	62	20 - 43	34 mph	39 mph	31 - 40	40	65%	30% / 19	5% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** San Vicente Blvd Bet. Sunset Blvd & Santa Monica Blvd
TIME: 13:30-14:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-019**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	
21	1
22	
23	1
24	1
25	2
26	3
27	2
28	7
29	
30	2
31	4
32	1
33	3
34	7
35	2
36	
37	2
38	3
39	3
40	2
41	
42	1
43	2
44	1
45	
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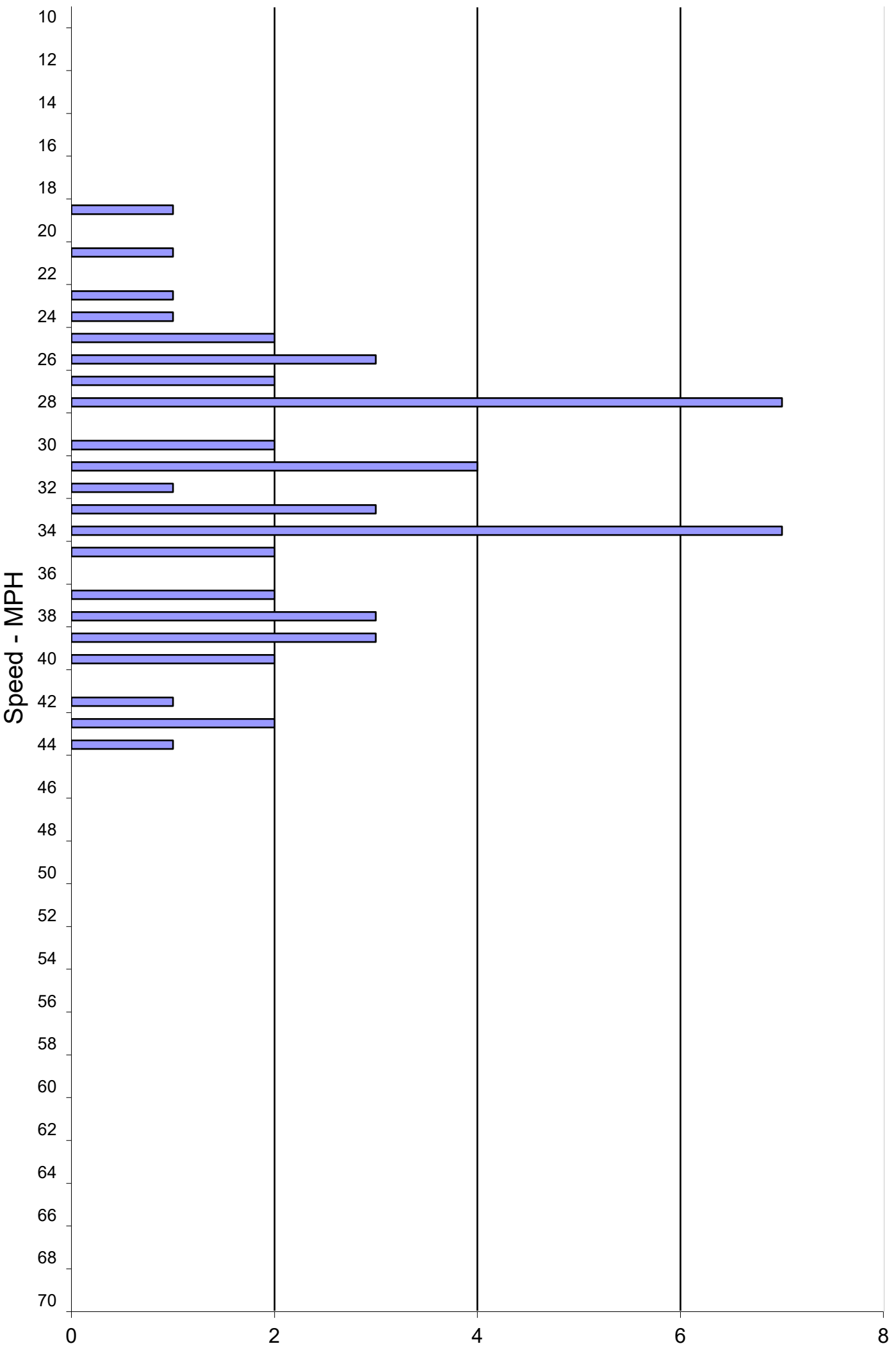

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	51	19 - 44	33 mph	39 mph	25 - 34	31	61%	7% / 4	32% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** San Vicente Blvd Bet. Sunset Blvd & Santa Monica Blvd
TIME: 13:30-14:30 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-019**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	1
21	1
22	1
23	3
24	4
25	4
26	7
27	2
28	9
29	1
30	5
31	6
32	3
33	9
34	15
35	4
36	3
37	5
38	10
39	5
40	7
41	2
42	1
43	3
44	1
45	
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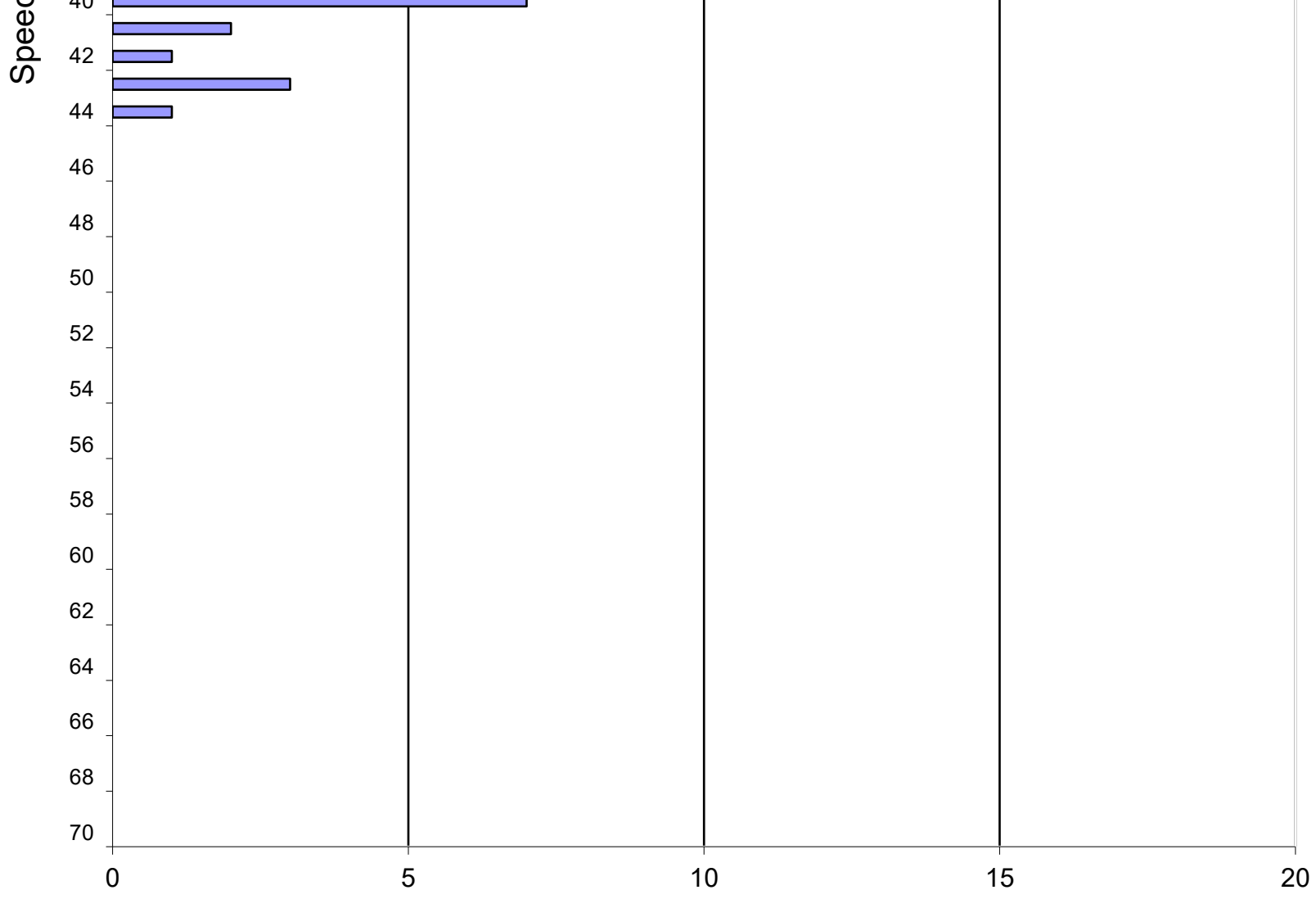

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	113	19 - 44	33 mph	39 mph	31 - 40	67	59%	34% / 39	7% / 7

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/27/2023 **Location:** San Vicente Blvd Bet. Santa Monica Blvd & Beverly Blvd
TIME: 12:00-14:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-020**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	1
25	1
26	1
27	1
28	2
29	6
30	5
31	2
32	6
33	5
34	3
35	2
36	7
37	1
38	2
39	5
40	1
41	
42	2
43	1
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45	
46	1
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48	2
49	1
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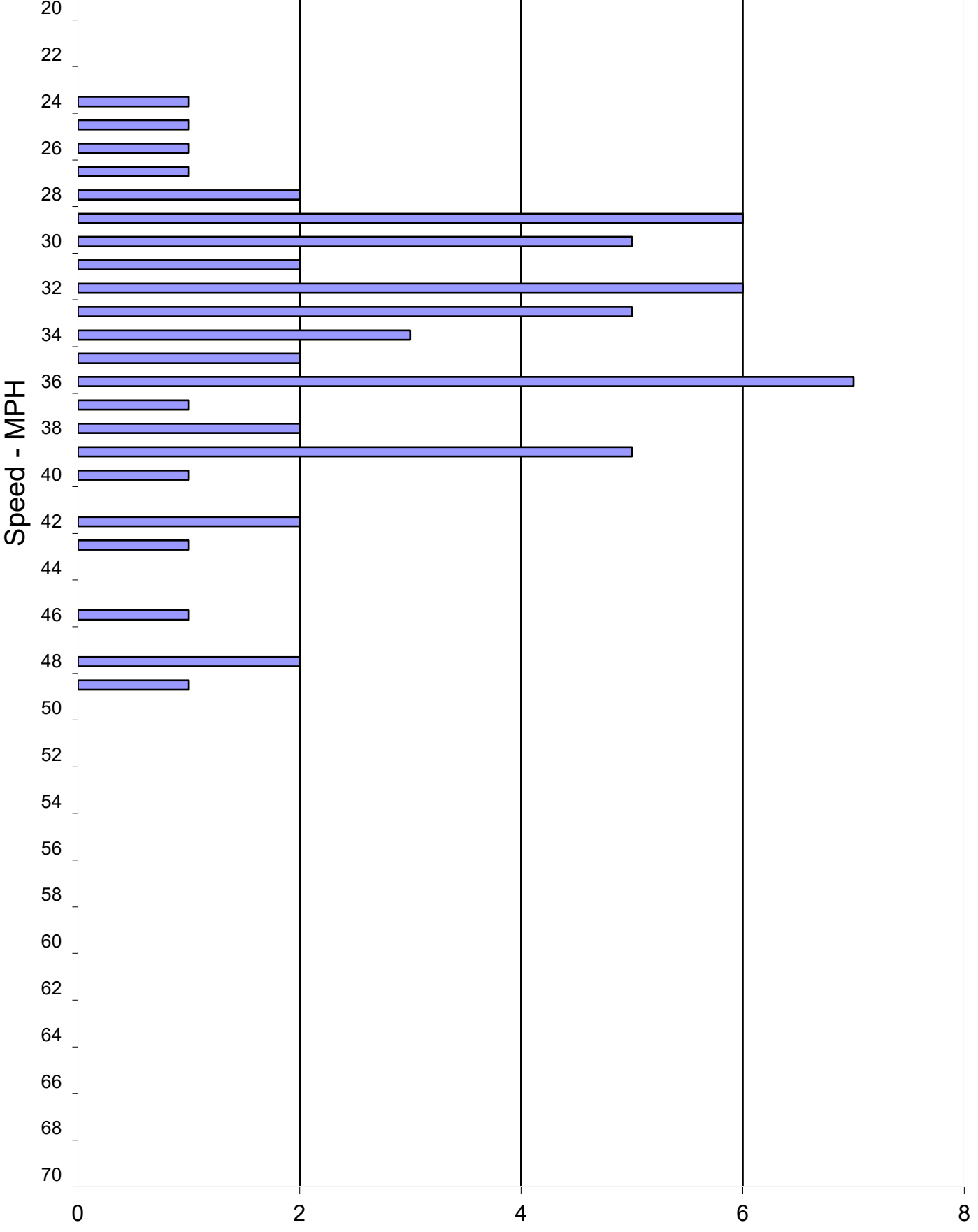

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	24 - 49	33 mph	39 mph	27 - 36	39	67%	5% / 3	28% / 16

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/27/2023 **Location:** San Vicente Blvd Bet. Santa Monica Blvd & Beverly Blvd
TIME: 12:00-14:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-020**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	1
25	1
26	1
27	
28	2
29	4
30	2
31	3
32	3
33	6
34	2
35	3
36	8
37	6
38	2
39	1
40	2
41	2
42	1
43	
44	1
45	
46	1
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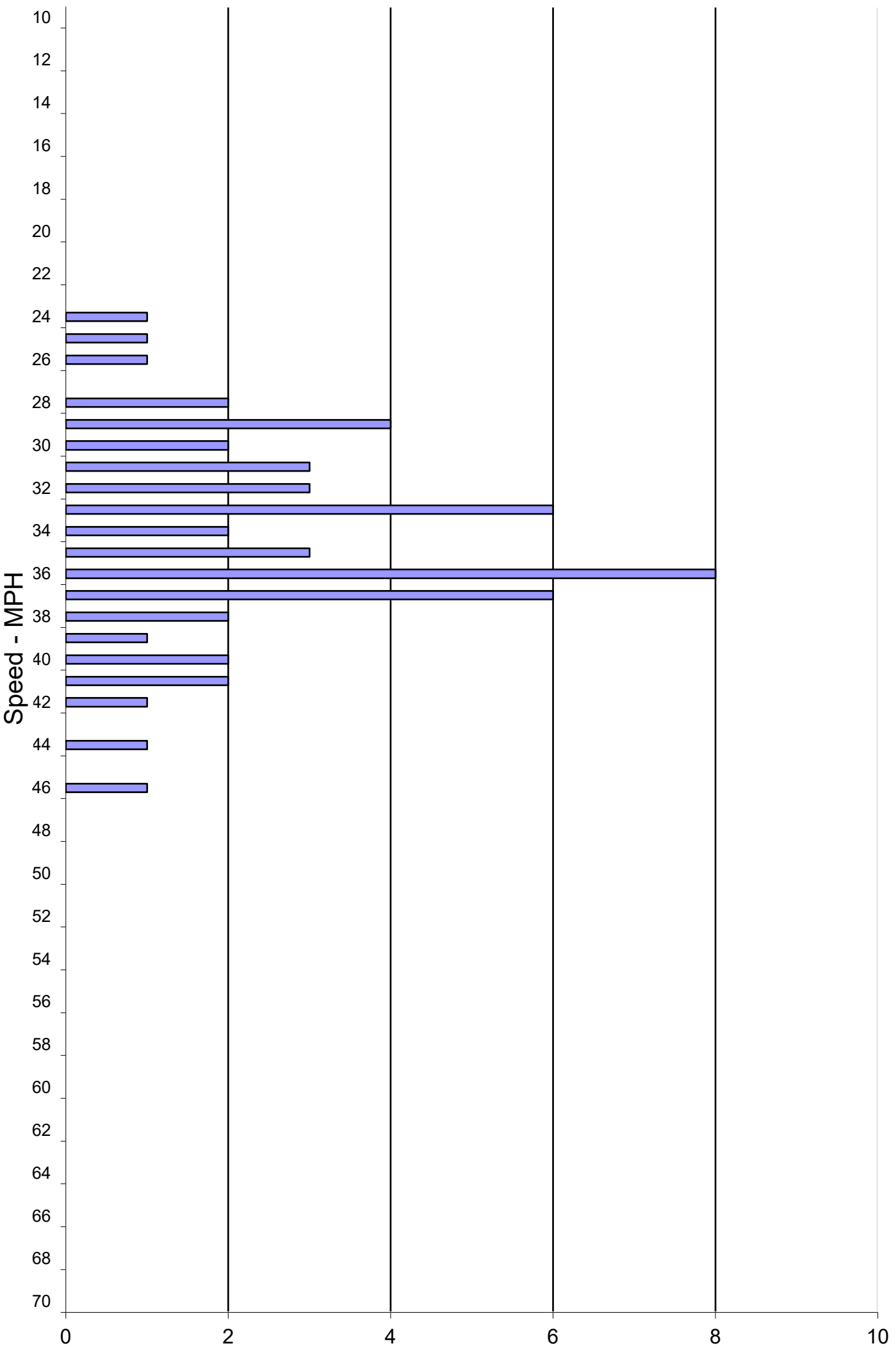

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	52	24 - 46	35 mph	39 mph	28 - 37	39	75%	5% / 3	20% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/27/2023 **Location:** San Vicente Blvd Bet. Santa Monica Blvd & Beverly Blvd
TIME: 12:00-14:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-020**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	**2**
25	**2**
26	**2**
27	**1**
28	**4**
29	**10**
30	**7**
31	**5**
32	**9**
33	**11**
34	**5**
35	**5**
36	**15**
37	**7**
38	**4**
39	**6**
40	**3**
41	**2**
42	**3**
43	**1**
44	**1**
45	
46	**2**
47	
48	**2**
49	**1**
50	
51	
52	
53	
54	
55	
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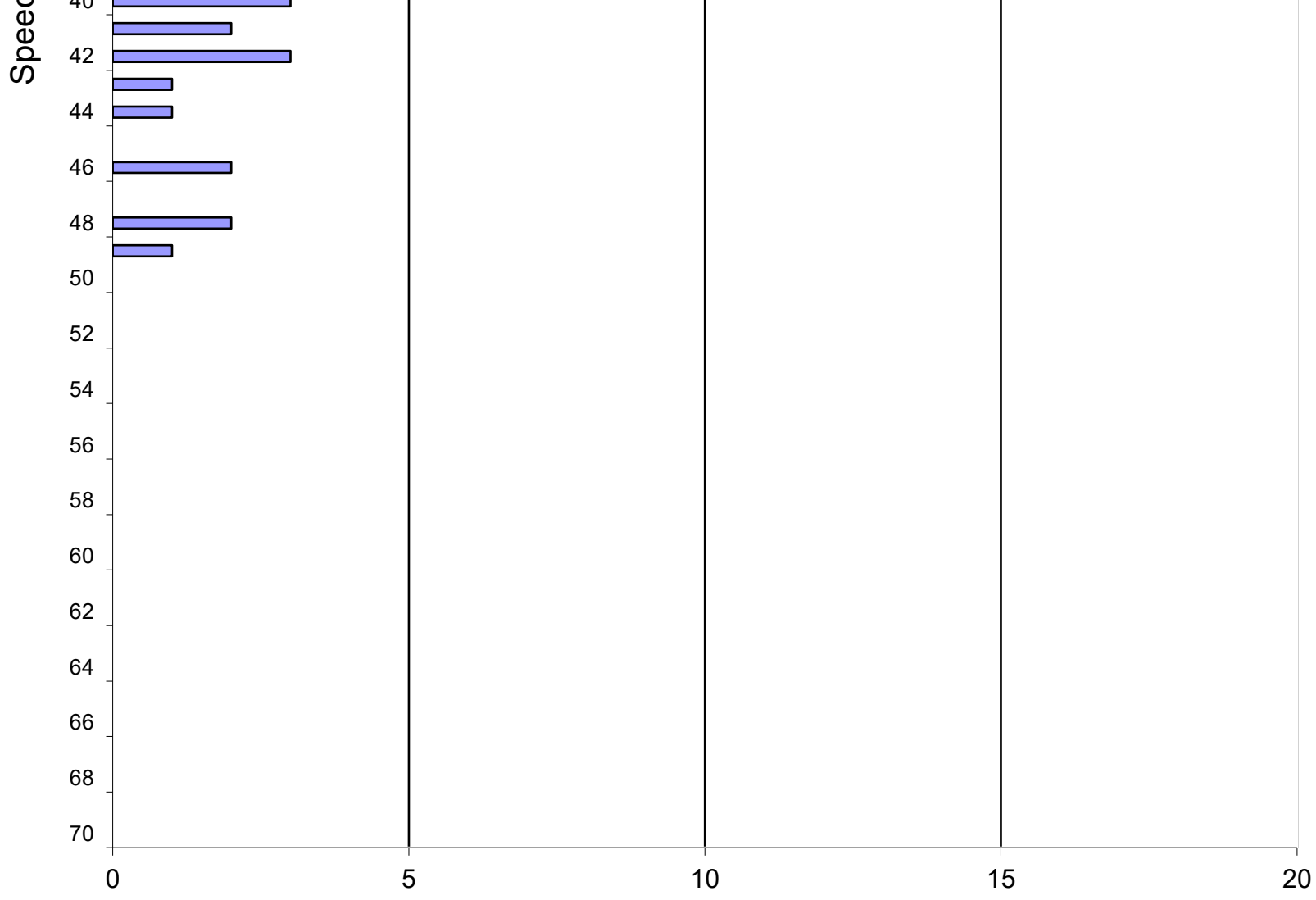
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	110	24 - 49	34 mph	39 mph	28 - 37	78	71%	6% / 7	23% / 25

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Santa Monica Blvd Bet. Doheny Dr & Croft Ave
TIME: 14:30-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #:** 23-020251-021

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	
20	1
21	1
22	
23	2
24	2
25	1
26	3
27	4
28	1
29	6
30	2
31	1
32	8
33	2
34	
35	2
36	1
37	2
38	5
39	2
40	2
41	3
42	
43	2
44	1
45	
46	
47	
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49	
50	
51	
52	
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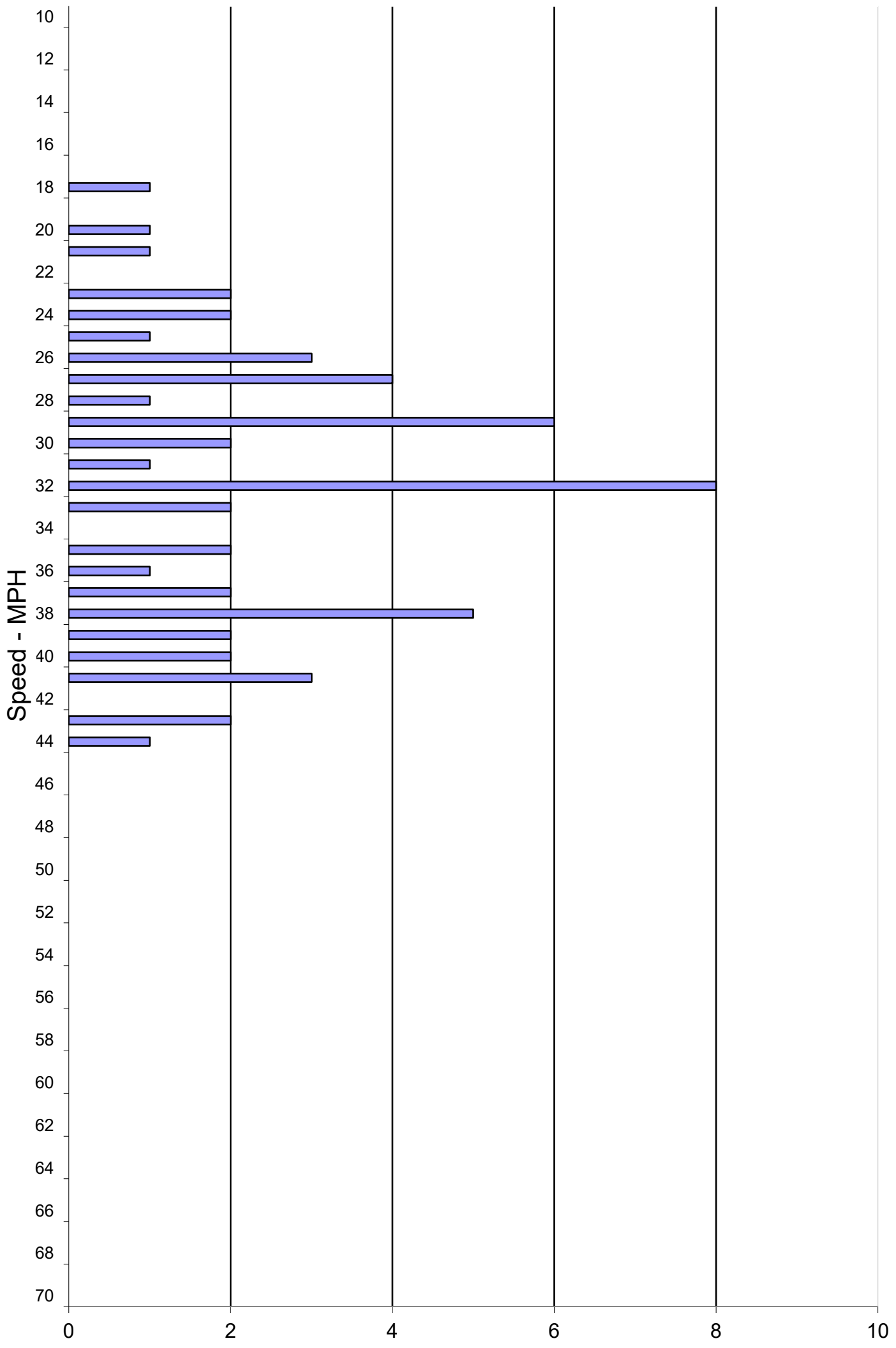
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	18 - 44	32 mph	39 mph	23 - 32	30	55%	5% / 3	40% / 22

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Santa Monica Blvd Bet. Doheny Dr & Croft Ave
TIME: 14:30-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-021**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	3
23	3
24	4
25	3
26	
27	1
28	3
29	8
30	6
31	7
32	1
33	6
34	6
35	1
36	1
37	2
38	2
39	1
40	
41	1
42	2
43	
44	
45	
46	1
47	
48	
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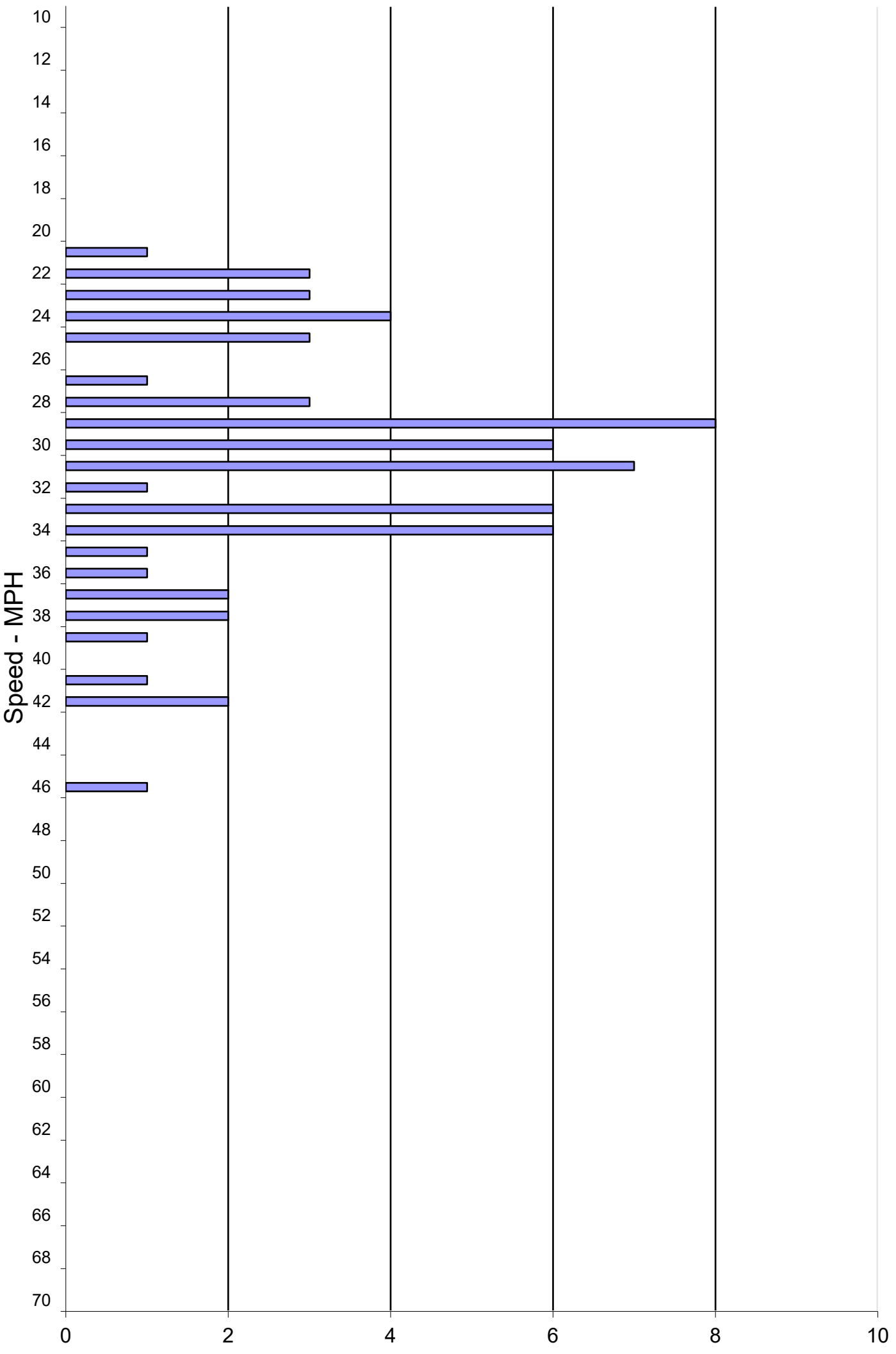
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	63	21 - 46	30 mph	36 mph	25 - 34	41	65%	17% / 11	18% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/28/2023 **Location:** Santa Monica Blvd Bet. Doheny Dr & Croft Ave
TIME: 14:30-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-021**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	
20	1
21	2
22	3
23	5
24	6
25	4
26	3
27	5
28	4
29	14
30	8
31	8
32	9
33	8
34	6
35	3
36	2
37	4
38	7
39	3
40	2
41	4
42	2
43	2
44	1
45	
46	1
47	
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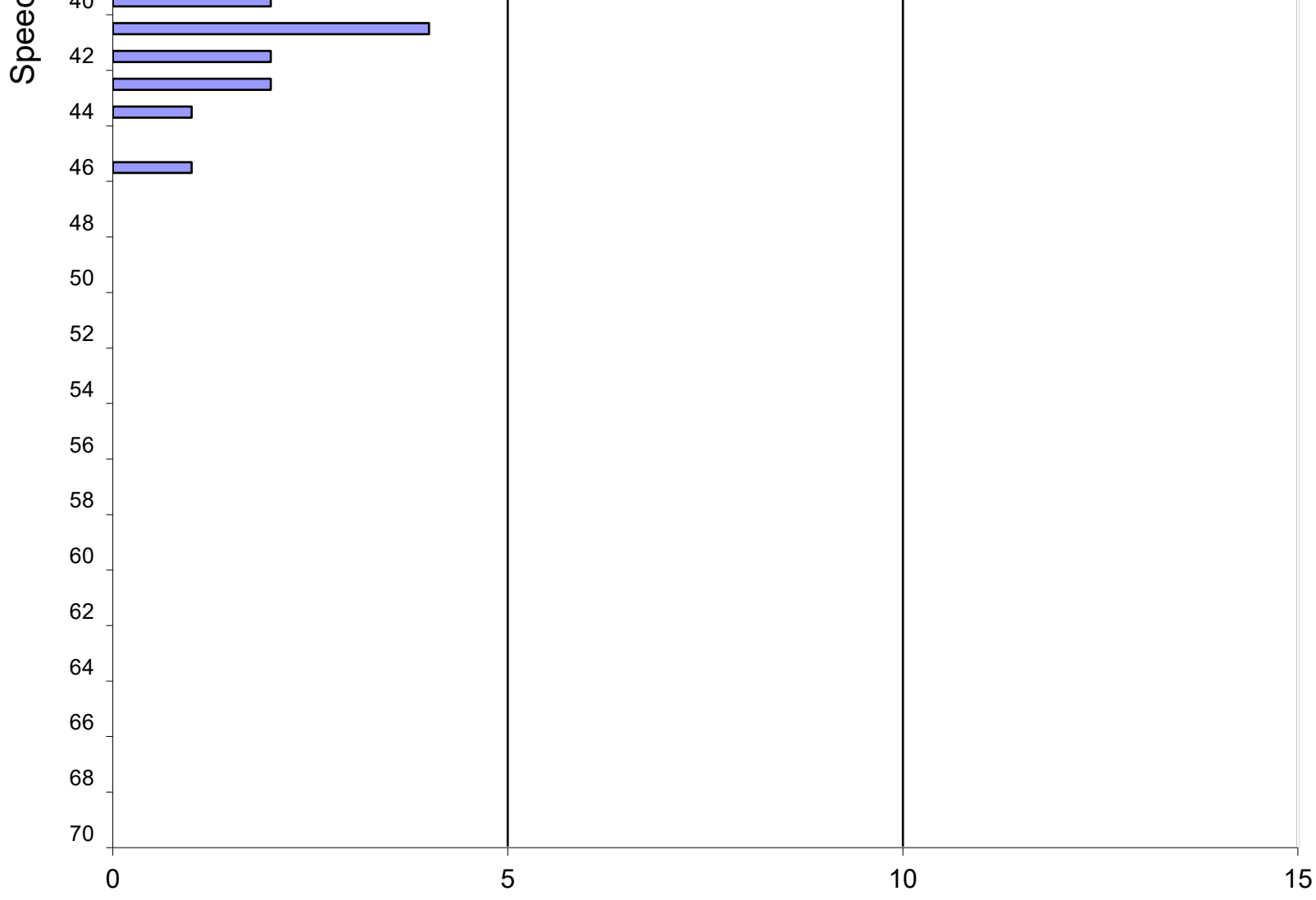
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	118	18 - 46	31 mph	38 mph	24 - 33	69	58%	10% / 12	32% / 37

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Santa Monica Blvd Bet. Croft Ave & Fairfax Ave
TIME: 13:30-15:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-022**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	2
23	5
24	3
25	5
26	3
27	3
28	1
29	3
30	6
31	1
32	6
33	1
34	5
35	5
36	2
37	3
38	2
39	1
40	1
41	
42	1
43	
44	
45	
46	
47	
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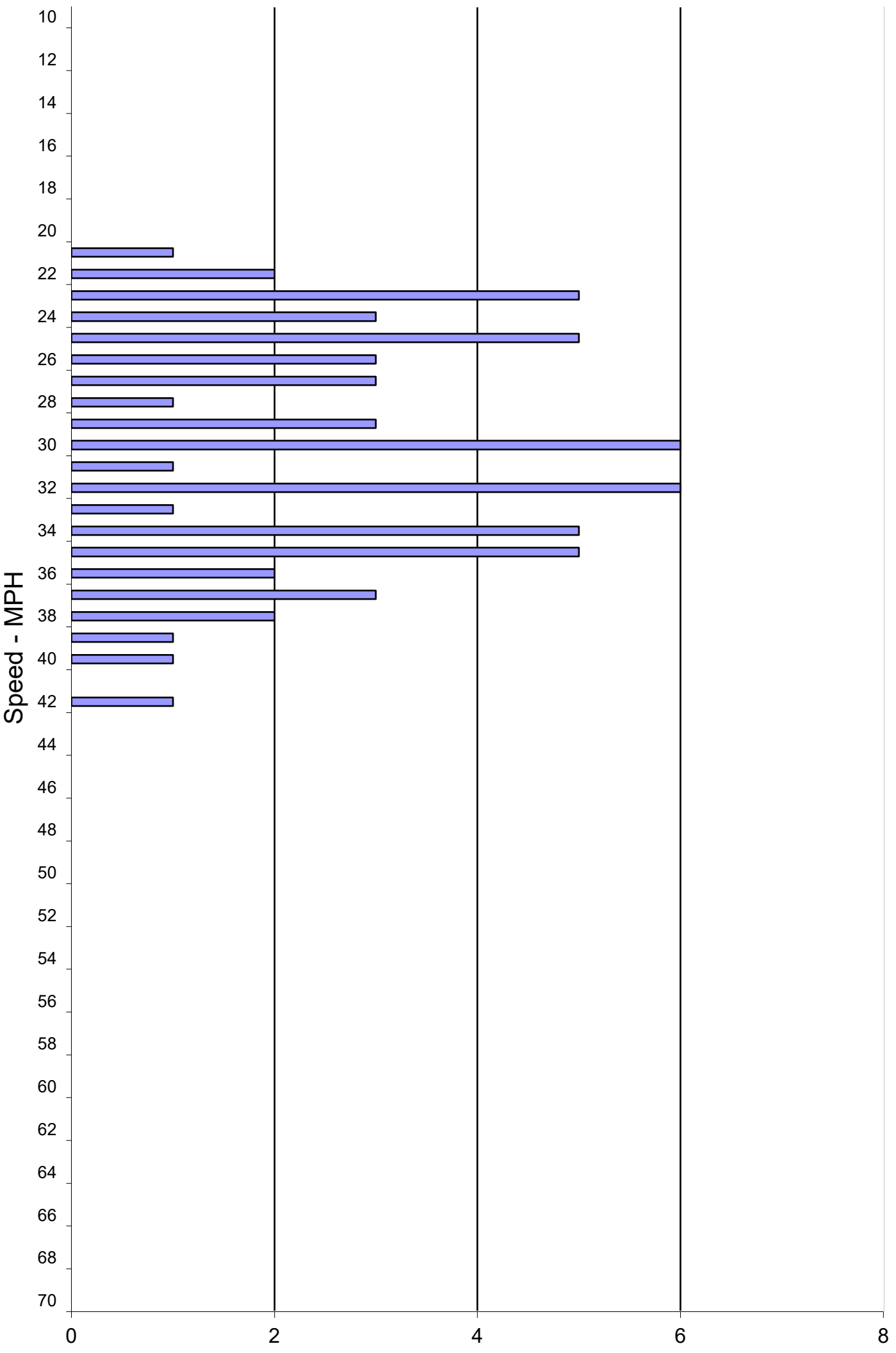
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	60	21 - 42	30 mph	36 mph	23 - 32	36	60%	5% / 3	35% / 21

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Santa Monica Blvd Bet. Croft Ave & Fairfax Ave
TIME: 13:30-15:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-022**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	2
21	
22	3
23	5
24	4
25	3
26	1
27	5
28	1
29	1
30	3
31	5
32	1
33	6
34	2
35	2
36	4
37	2
38	2
39	
40	1
41	
42	1
43	
44	
45	
46	
47	
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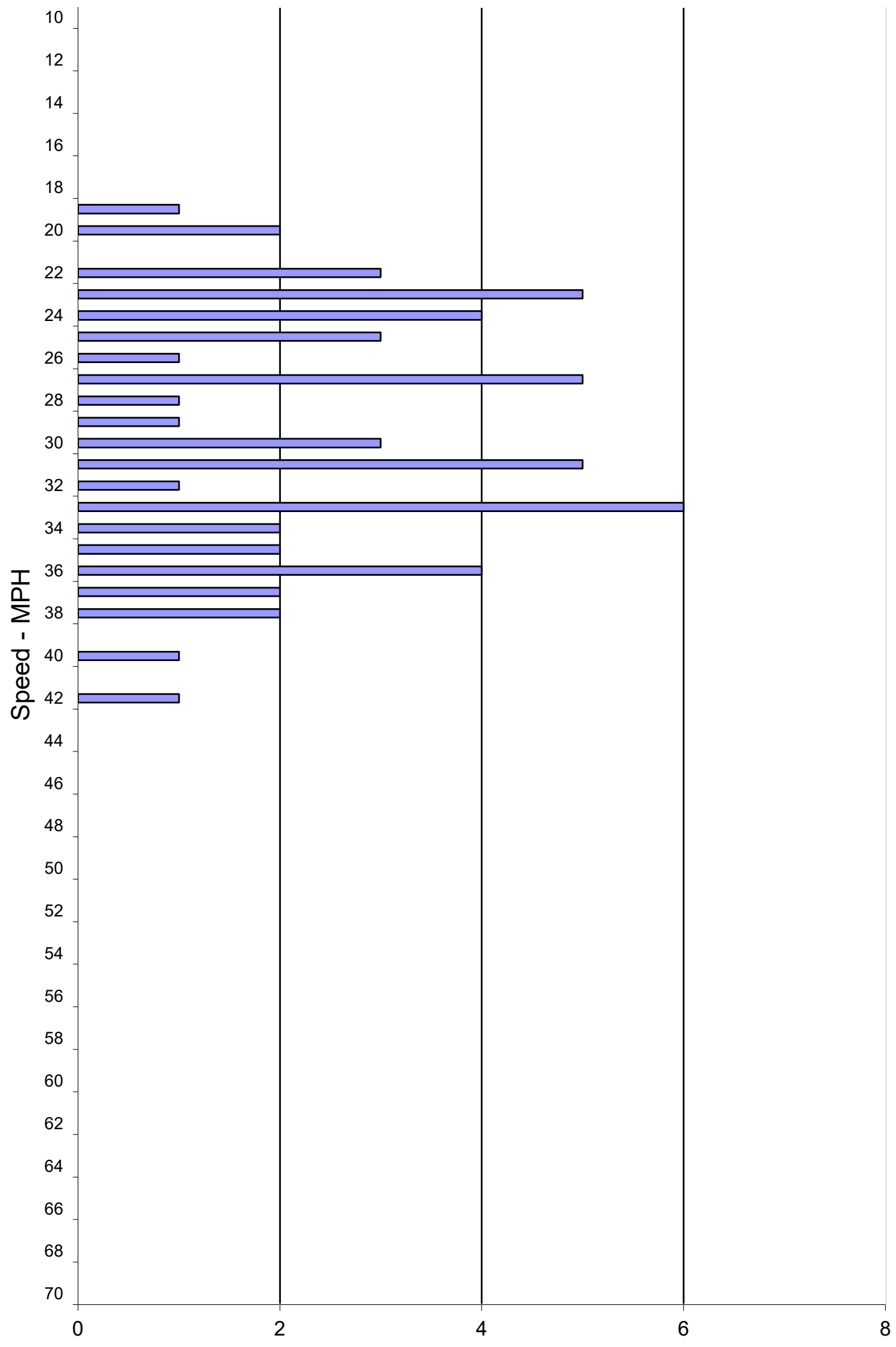
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	19 - 42	30 mph	36 mph	22 - 31	31	56%	5% / 3	39% / 21

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Santa Monica Blvd Bet. Croft Ave & Fairfax Ave
TIME: 13:30-15:00 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-022**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	2
21	1
22	5
23	10
24	7
25	8
26	4
27	8
28	2
29	4
30	9
31	6
32	7
33	7
34	7
35	7
36	6
37	5
38	4
39	1
40	2
41	
42	2
43	
44	
45	
46	
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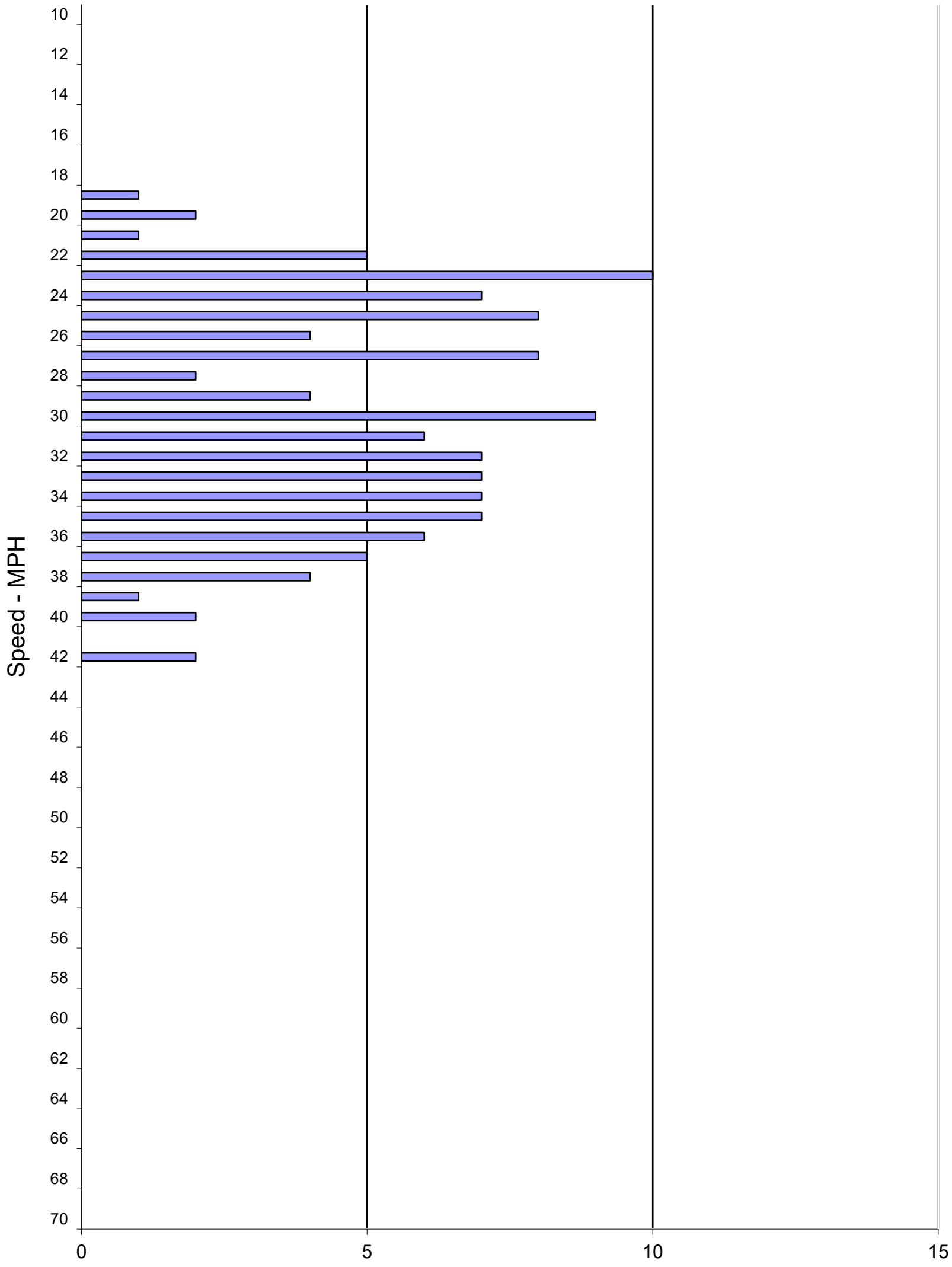
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	115	19 - 42	30 mph	36 mph	23 - 32	65	57%	7% / 9	36% / 41

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Santa Monica Blvd Bet. Fairfax Ave & East City Limit
TIME: 12:20-13:20 **Posted Speed:** 30 MPH Clear/Dry **Project #:** 23-020251-023

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	1
20	
21	1
22	1
23	2
24	3
25	2
26	4
27	3
28	12
29	4
30	2
31	3
32	4
33	2
34	4
35	1
36	1
37	2
38	1
39	
40	
41	
42	
43	
44	
45	
46	
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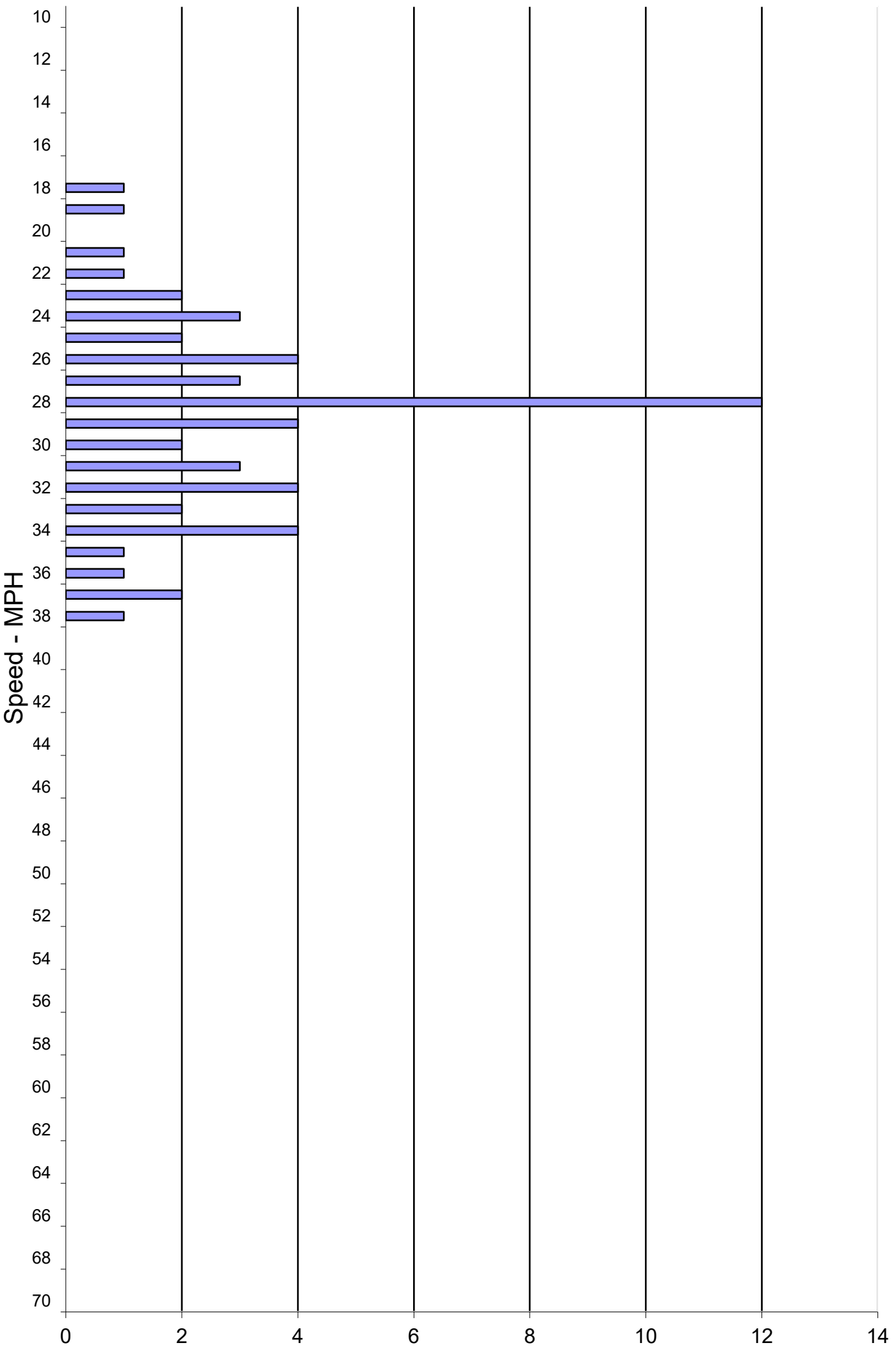
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	18 - 38	28 mph	34 mph	25 - 34	40	74%	16% / 9	10% / 5

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Santa Monica Blvd Bet. Fairfax Ave & East City Limit
TIME: 12:20-13:20 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-023**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	2
23	1
24	9
25	
26	7
27	6
28	8
29	2
30	5
31	5
32	1
33	1
34	1
35	1
36	3
37	2
38	
39	1
40	
41	
42	
43	
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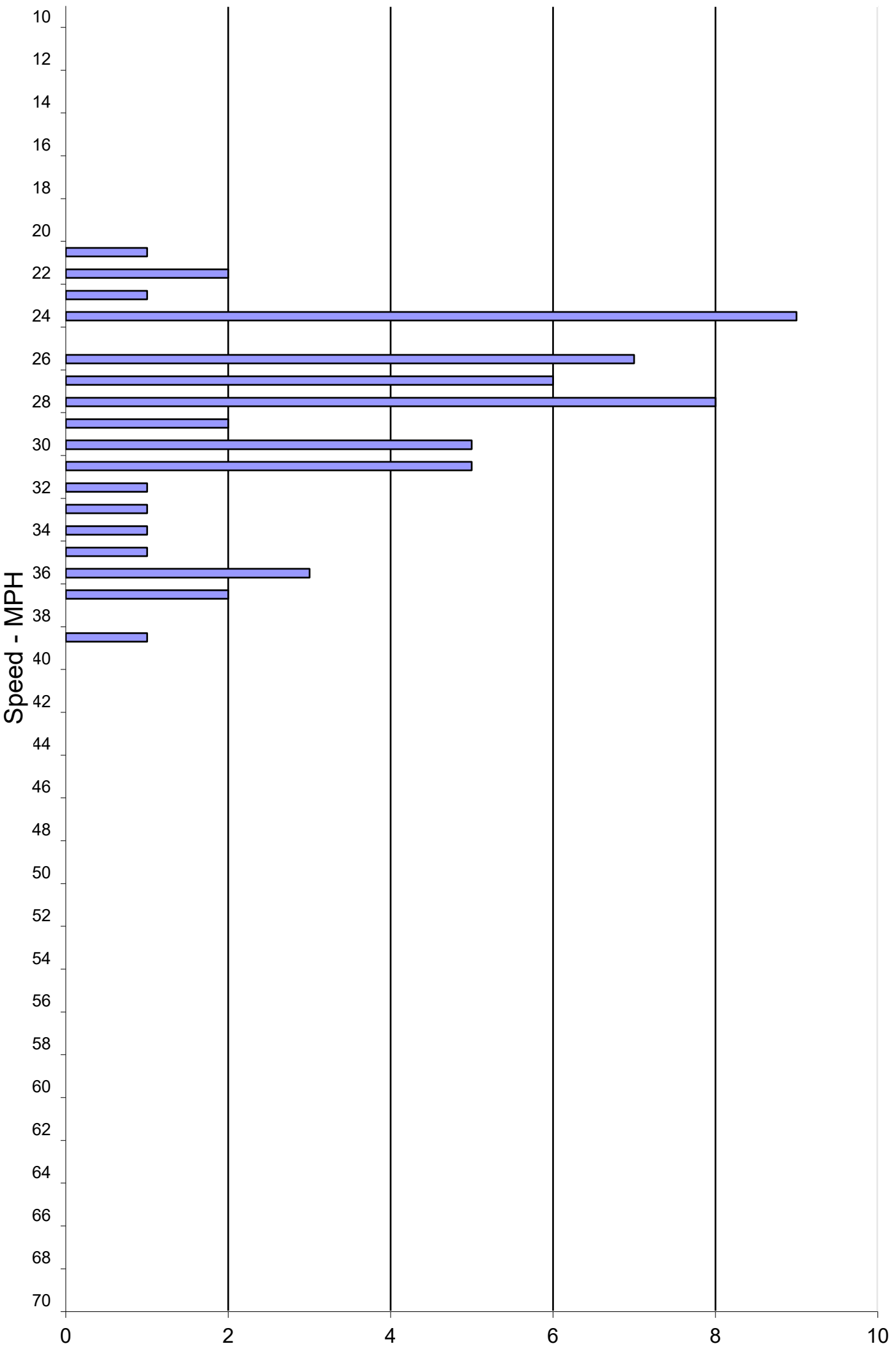
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	56	21 - 39	28 mph	33 mph	22 - 31	45	80%	1% / 1	18% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Santa Monica Blvd Bet. Fairfax Ave & East City Limit
TIME: 12:20-13:20 **Posted Speed:** 30 MPH Clear/Dry **Project #: 23-020251-023**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	1
20	
21	2
22	3
23	3
24	12
25	2
26	11
27	9
28	20
29	6
30	7
31	8
32	5
33	3
34	5
35	2
36	4
37	4
38	1
39	1
40	
41	
42	
43	
44	
45	
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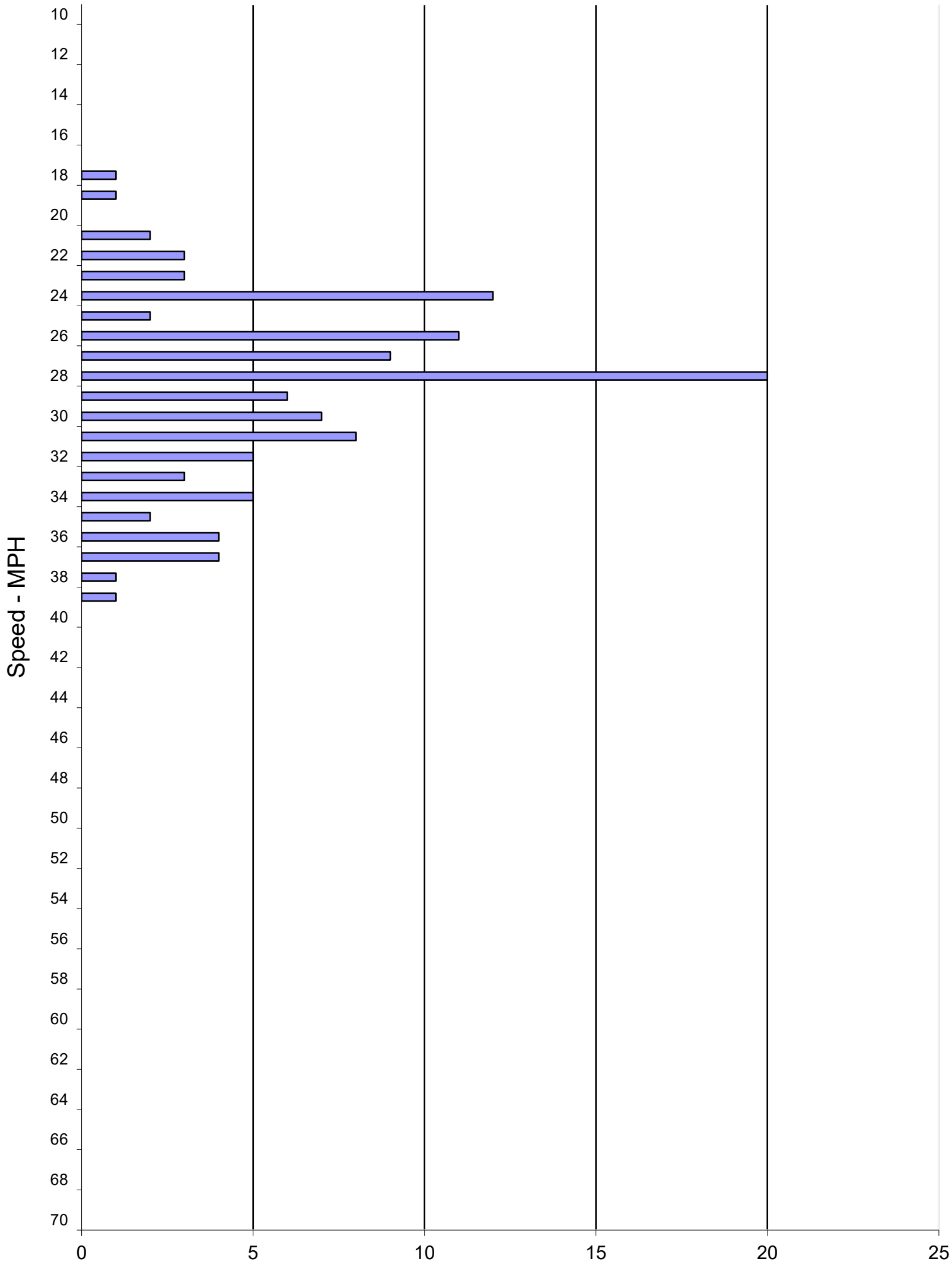
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	110	18 - 39	28 mph	34 mph	23 - 32	83	75%	6% / 7	19% / 20

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Sunset Blvd Bet. West City Limit & Holloway Dr
TIME: 10:00-11:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-024**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	1
23	
24	1
25	
26	1
27	6
28	3
29	8
30	2
31	8
32	4
33	2
34	5
35	2
36	2
37	2
38	2
39	2
40	1
41	1
42	
43	2
44	1
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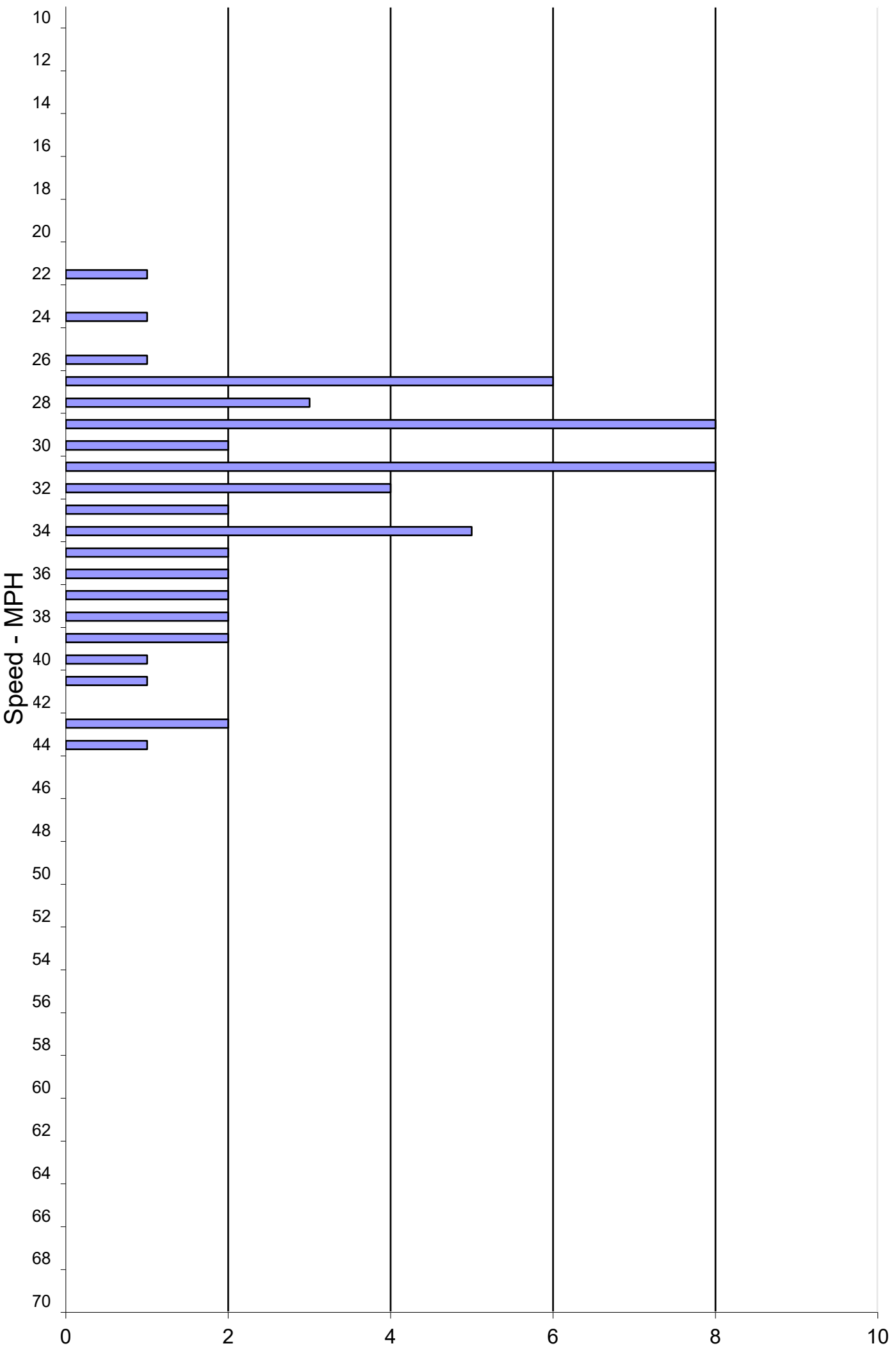
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	56	22 - 44	31 mph	38 mph	27 - 36	42	75%	5% / 3	20% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Sunset Blvd Bet. West City Limit & Holloway Dr
TIME: 10:00-11:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-024**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	2
23	5
24	2
25	
26	1
27	5
28	2
29	2
30	3
31	3
32	2
33	5
34	2
35	1
36	2
37	2
38	3
39	3
40	3
41	
42	1
43	
44	1
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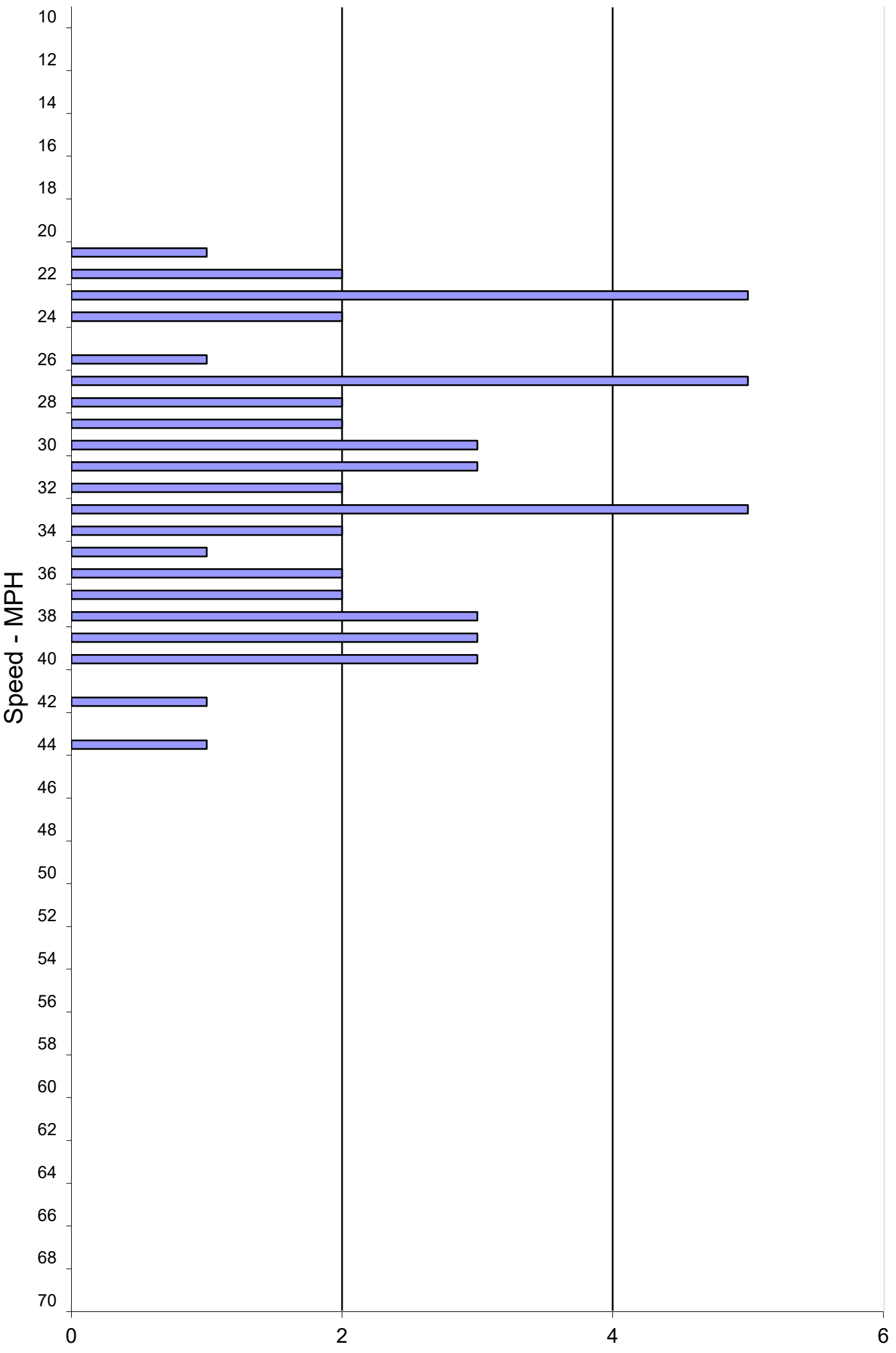
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	51	21 - 44	31 mph	39 mph	27 - 36	27	53%	21% / 11	26% / 13

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Sunset Blvd Bet. West City Limit & Holloway Dr
TIME: 10:00-11:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-024**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	3
23	5
24	3
25	
26	2
27	11
28	5
29	10
30	5
31	11
32	6
33	7
34	7
35	3
36	4
37	4
38	5
39	5
40	4
41	1
42	1
43	2
44	2
45	
46	
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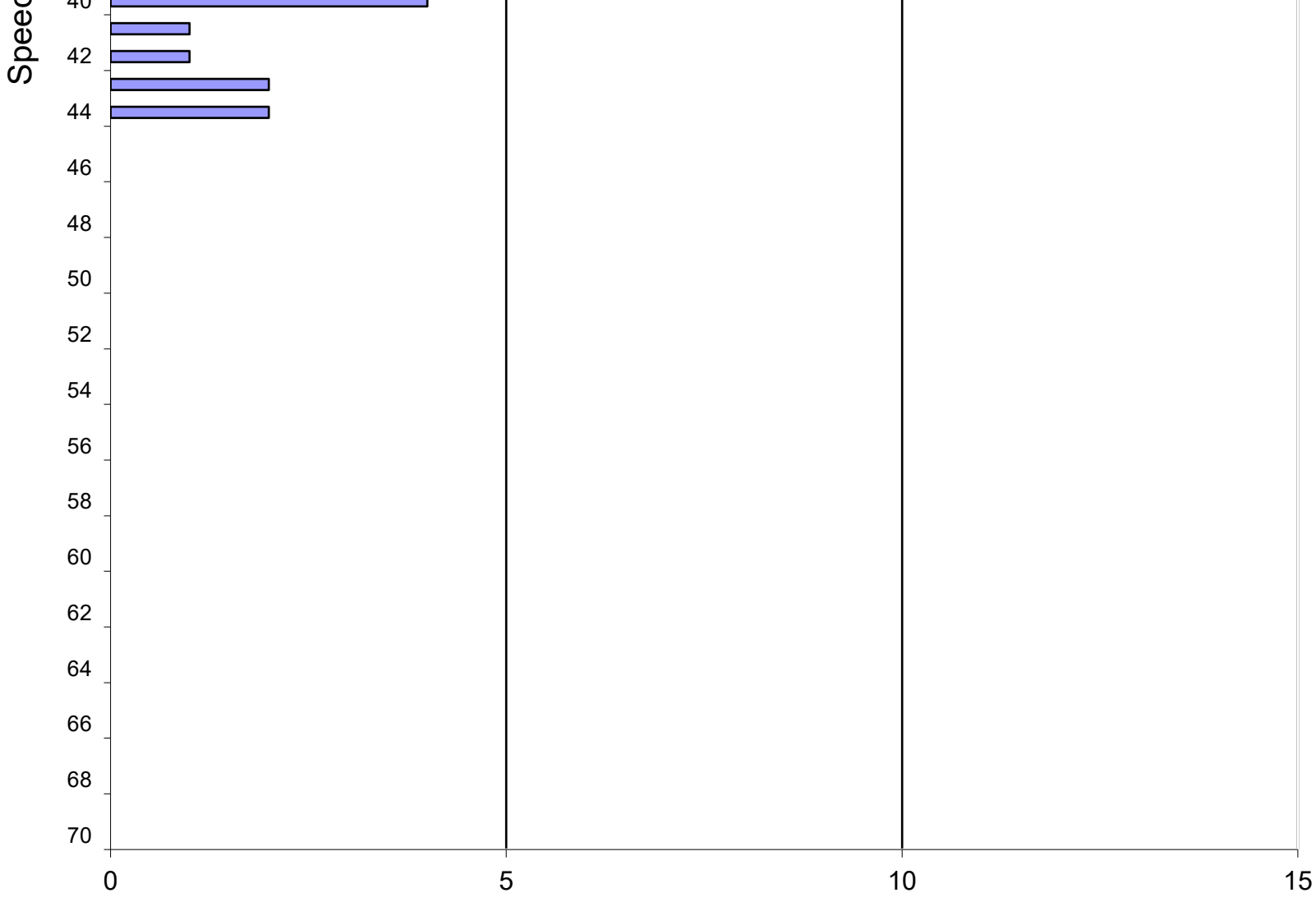
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	21 - 44	31 mph	38 mph	27 - 36	69	64%	13% / 14	23% / 24

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Sunset Blvd Bet. Holloway Dr & East City Limit
TIME: 15:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-025**

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	1
22	2
23	4
24	
25	4
26	3
27	3
28	12
29	3
30	6
31	9
32	2
33	4
34	5
35	
36	2
37	
38	1
39	
40	1
41	
42	
43	1
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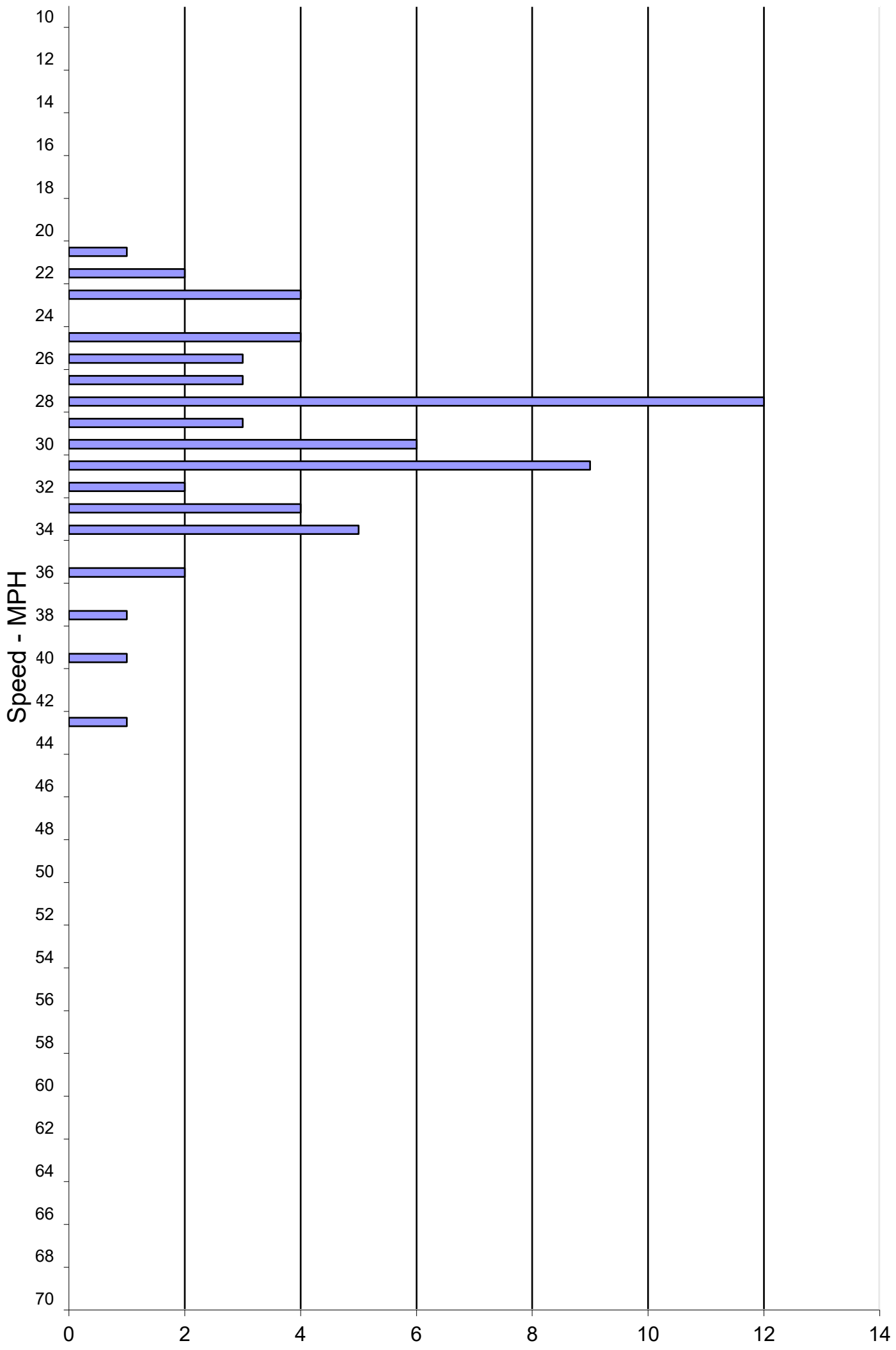
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	63	21 - 43	29 mph	34 mph	25 - 34	51	81%	11% / 7	8% / 5

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Sunset Blvd Bet. Holloway Dr & East City Limit
TIME: 15:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-025**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	1
21	2
22	3
23	3
24	3
25	5
26	9
27	8
28	3
29	5
30	6
31	5
32	5
33	2
34	
35	3
36	1
37	3
38	1
39	
40	1
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
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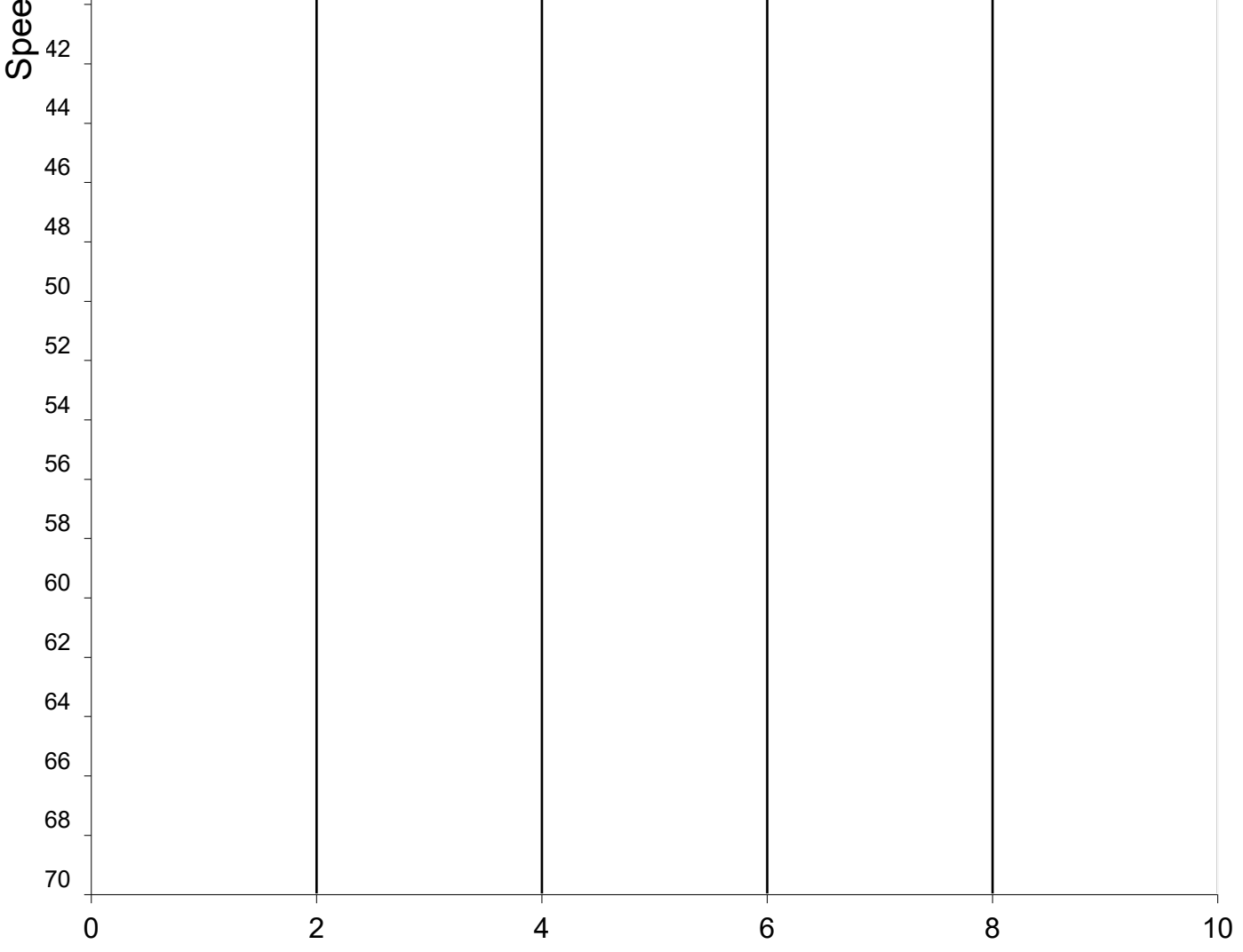
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	70	19 - 40	27 mph	33 mph	23 - 32	52	74%	10% / 7	16% / 11

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 8/1/2023 **Location:** Sunset Blvd Bet. Holloway Dr & East City Limit
TIME: 15:00-16:00 **Posted Speed:** 35 MPH Clear/Dry **Project #: 23-020251-025**

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	1
21	3
22	5
23	7
24	3
25	9
26	12
27	11
28	15
29	8
30	12
31	14
32	7
33	6
34	5
35	3
36	3
37	3
38	2
39	
40	2
41	
42	
43	1
44	
45	
46	
47	
48	
49	
50	
51	
52	
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65	
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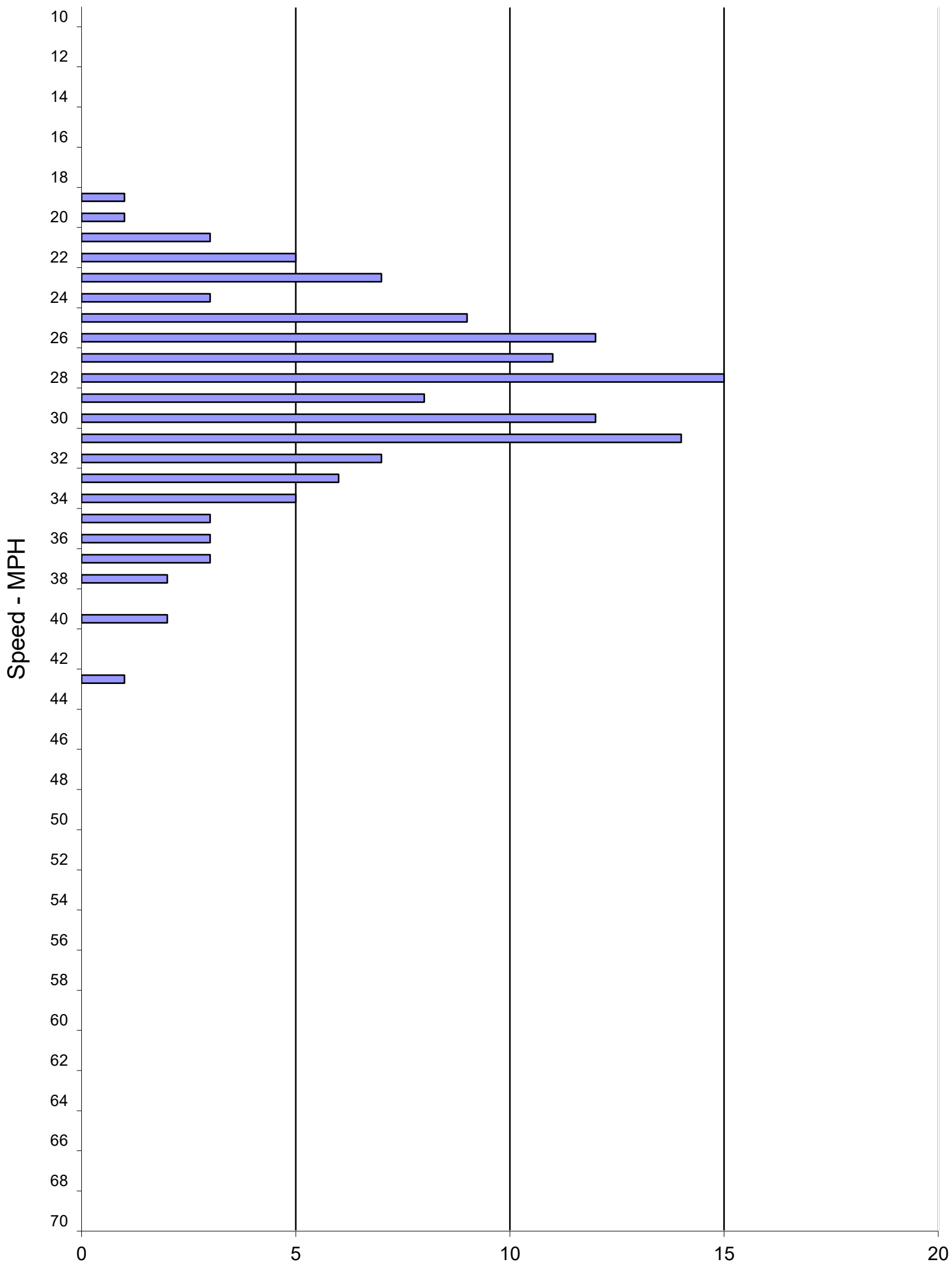
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	133	19 - 43	28 mph	33 mph	25 - 34	99	74%	15% / 20	11% / 14

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Vista St Bet. Santa Monica Blvd & Romaine St
TIME: 11:35-12:13 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-020251-026**

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	
20	
21	2
22	1
23	5
24	2
25	2
26	9
27	8
28	5
29	6
30	5
31	4
32	1
33	1
34	
35	
36	1
37	
38	
39	
40	
41	
42	
43	
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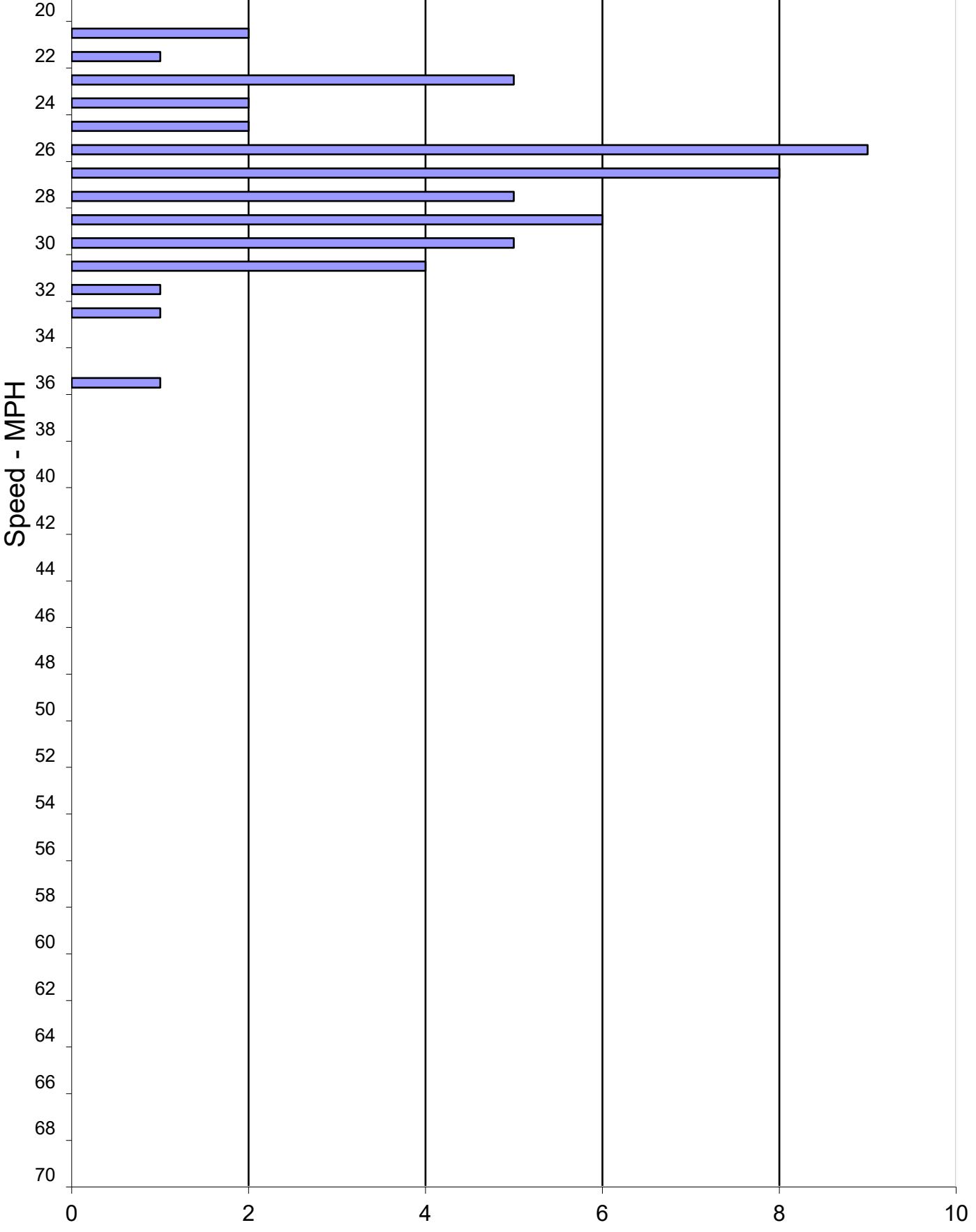
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	18 - 36	27 mph	30 mph	22 - 31	47	89%	5% / 3	6% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Vista St Bet. Santa Monica Blvd & Romaine St
TIME: 11:35-12:13 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-020251-026**

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	
20	1
21	3
22	3
23	7
24	4
25	4
26	2
27	4
28	4
29	8
30	7
31	4
32	1
33	
34	
35	1
36	
37	1
38	
39	
40	
41	
42	
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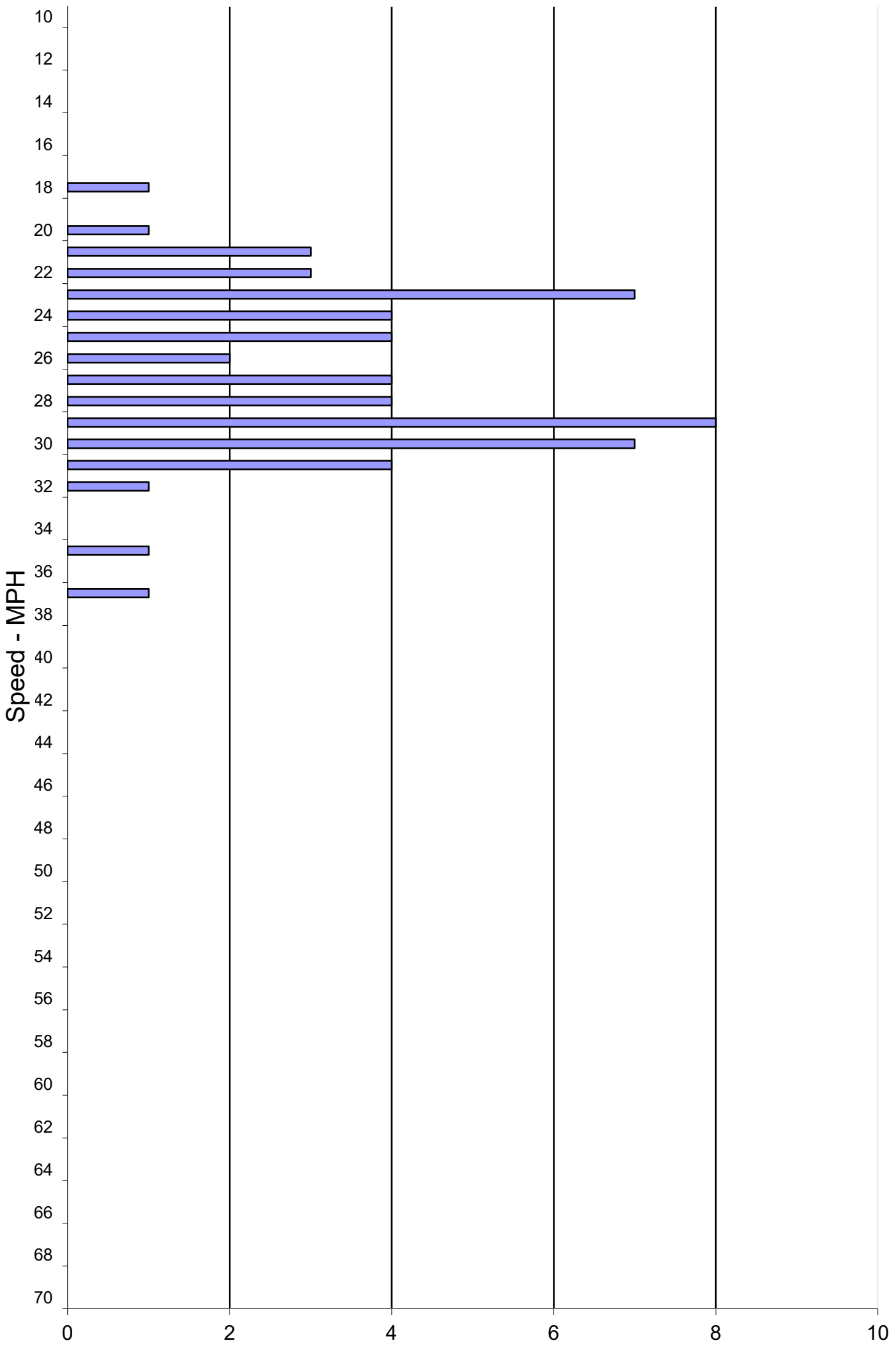
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	18 - 37	27 mph	30 mph	22 - 31	47	85%	9% / 5	6% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of West Hollywood

DATE: 7/31/2023 **Location:** Vista St Bet. Santa Monica Blvd & Romaine St
TIME: 11:35-12:13 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-020251-026**

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	2
19	
20	1
21	5
22	4
23	12
24	6
25	6
26	11
27	12
28	9
29	14
30	12
31	8
32	2
33	1
34	
35	1
36	1
37	1
38	
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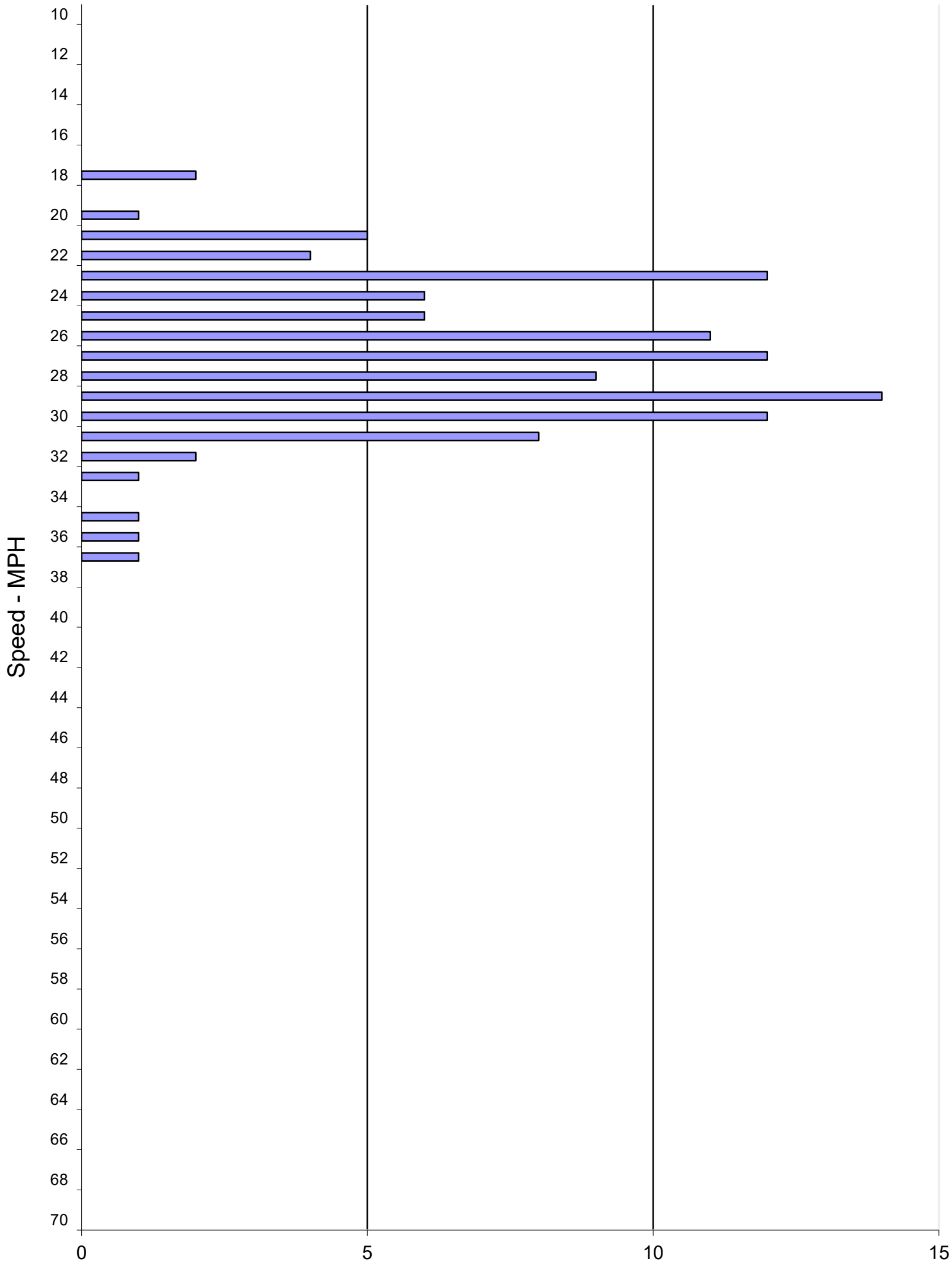
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	108	18 - 37	27 mph	30 mph	22 - 31	94	87%	7% / 8	6% / 6

APPENDIX E

24-HOUR COUNTS

Prepared by National Data & Surveying Services

VOLUME

Beverly Blvd Bet. Doheny Dr & East City Limit

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,242	15,147	28,389

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			45		43		88		12:00			224		215		439	
0:15			25		31		56		12:15			223		222		445	
0:30			15		25		40		12:30			232		236		468	
0:45			22	107	25	124	47	231	12:45			227	906	236	909	463	1815
1:00			26		14		40		13:00			205		247		452	
1:15			9		12		21		13:15			259		243		502	
1:30			15		17		32		13:30			214		223		437	
1:45			15	65	16	59	31	124	13:45			230	908	221	934	451	1842
2:00			15		11		26		14:00			236		238		474	
2:15			11		7		18		14:15			191		257		448	
2:30			10		8		18		14:30			185		206		391	
2:45			14	50	7	33	21	83	14:45			242	854	260	961	502	1815
3:00			5		11		16		15:00			252		248		500	
3:15			3		3		6		15:15			217		267		484	
3:30			10		4		14		15:30			206		227		433	
3:45			5	23	10	28	15	51	15:45			242	917	248	990	490	1907
4:00			4		4		8		16:00			207		245		452	
4:15			10		6		16		16:15			221		227		448	
4:30			12		9		21		16:30			228		238		466	
4:45			18	44	14	33	32	77	16:45			259	915	273	983	532	1898
5:00			13		16		29		17:00			222		249		471	
5:15			13		36		49		17:15			243		253		496	
5:30			26		34		60		17:30			209		209		418	
5:45			52	104	48	134	100	238	17:45			176	850	245	956	421	1806
6:00			49		67		116		18:00			264		212		476	
6:15			53		108		161		18:15			259		213		472	
6:30			69		137		206		18:30			296		201		497	
6:45			99	270	169	481	268	751	18:45			265	1084	207	833	472	1917
7:00			87		213		300		19:00			214		201		415	
7:15			121		228		349		19:15			200		190		390	
7:30			133		256		389		19:30			193		185		378	
7:45			142	483	273	970	415	1453	19:45			170	777	180	756	350	1533
8:00			161		300		461		20:00			171		184		355	
8:15			179		343		522		20:15			155		129		284	
8:30			187		297		484		20:30			156		120		276	
8:45			199	726	351	1291	550	2017	20:45			152	634	123	556	275	1190
9:00			215		330		545		21:00			124		113		237	
9:15			201		324		525		21:15			109		117		226	
9:30			195		269		464		21:30			98		101		199	
9:45			215	826	251	1174	466	2000	21:45			93	424	143	474	236	898
10:00			185		252		437		22:00			106		99		205	
10:15			210		235		445		22:15			76		105		181	
10:30			209		219		428		22:30			94		78		172	
10:45			205	809	232	938	437	1747	22:45			84	360	82	364	166	724
11:00			190		228		418		23:00			68		77		145	
11:15			221		206		427		23:15			76		78		154	
11:30			221		230		451		23:30			59		73		132	
11:45			219	851	219	883	438	1734	23:45			52	255	55	283	107	538
TOTALS				4358		6148		10506	TOTALS				8884		8999		17883
SPLIT %				41.5%		58.5%		37.0%	SPLIT %				49.7%		50.3%		63.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,242	15,147	28,389

AM Peak Hour			11:45	8:15	8:30	PM Peak Hour			18:00	16:30	16:30
AM Pk Volume			898	1321	2104	PM Pk Volume			1084	1013	1965
Pk Hr Factor			0.968	0.941	0.956	Pk Hr Factor			0.916	0.928	0.923
7 - 9 Volume	0	0	1209	2261	3470	4 - 6 Volume	0	0	1765	1939	3704
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	726	1291	2017	4 - 6 Pk Volume	0	0	952	1013	1965
Pk Hr Factor	0.000	0.000	0.912	0.920	0.917	Pk Hr Factor	0.000	0.000	0.919	0.928	0.923

Prepared by National Data & Surveying Services

Project #: CA23_020250_001 **City:** West Hollywood

Location: Beverly Blvd Bet. Doheny Dr & East City **Date:** 7/27/2023

Prepared by National Data & Surveying Services

VOLUME

Crescent Heights Blvd Bet. North City Limit & Santa Monica Blvd

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_004

DAILY TOTALS	NB	SB	EB	WB	Total
	14,007	13,035	0	0	27,042

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	43		33				76		**12:00**	194		212				406	
0:15	32		38				70		**12:15**	222		197				419	
0:30	33		30				63		**12:30**	209		216				425	
0:45	25	133	24	125			49	258	**12:45**	232	857	225	850			457	1707
1:00	24		17				41		**13:00**	218		193				411	
1:15	23		20				43		**13:15**	237		192				429	
1:30	23		17				40		**13:30**	233		198				431	
1:45	18	88	6	60			24	148	**13:45**	216	904	205	788			421	1692
2:00	15		12				27		**14:00**	216		206				422	
2:15	9		9				18		**14:15**	246		207				453	
2:30	15		13				28		**14:30**	253		225				478	
2:45	7	46	4	38			11	84	**14:45**	258	973	199	837			457	1810
3:00	5		4				9		**15:00**	260		198				458	
3:15	10		8				18		**15:15**	274		190				464	
3:30	6		7				13		**15:30**	250		192				442	
3:45	5	26	4	23			9	49	**15:45**	233	1017	208	788			441	1805
4:00	5		3				8		**16:00**	246		146				392	
4:15	6		5				11		**16:15**	263		186				449	
4:30	9		7				16		**16:30**	269		156				425	
4:45	18	38	8	23			26	61	**16:45**	268	1046	182	670			450	1716
5:00	13		10				23		**17:00**	279		163				442	
5:15	13		15				28		**17:15**	287		198				485	
5:30	19		27				46		**17:30**	257		223				480	
5:45	30	75	46	98			76	173	**17:45**	257	1080	202	786			459	1866
6:00	30		60				90		**18:00**	294		202				496	
6:15	38		55				93		**18:15**	310		206				516	
6:30	55		121				176		**18:30**	273		233				506	
6:45	89	212	161	397			250	609	**18:45**	274	1151	192	833			466	1984
7:00	78		189				267		**19:00**	291		200				491	
7:15	95		224				319		**19:15**	244		144				388	
7:30	124		250				374		**19:30**	211		170				381	
7:45	143	440	236	899			379	1339	**19:45**	208	954	164	678			372	1632
8:00	149		229				378		**20:00**	195		148				343	
8:15	154		250				404		**20:15**	161		123				284	
8:30	167		235				402		**20:30**	154		106				260	
8:45	185	655	244	958			429	1613	**20:45**	145	655	106	483			251	1138
9:00	160		240				400		**21:00**	127		127				254	
9:15	176		232				408		**21:15**	133		108				241	
9:30	214		242				456		**21:30**	159		121				280	
9:45	212	762	213	927			425	1689	**21:45**	137	556	114	470			251	1026
10:00	182		231				413		**22:00**	148		98				246	
10:15	182		189				371		**22:15**	119		102				221	
10:30	167		196				363		**22:30**	116		95				211	
10:45	213	744	219	835			432	1579	**22:45**	76	459	79	374			155	833
11:00	199		220				419		**23:00**	94		60				154	
11:15	213		215				428		**23:15**	78		75				153	
11:30	221		220				441		**23:30**	69		78				147	
11:45	204	837	185	840			389	1677	**23:45**	58	299	42	255			100	554
TOTALS		4056		5223				**9279**	**TOTALS**		9951		7812				**17763**
SPLIT %		43.7%		56.3%				**34.3%**	**SPLIT %**		56.0%		44.0%				**65.7%**

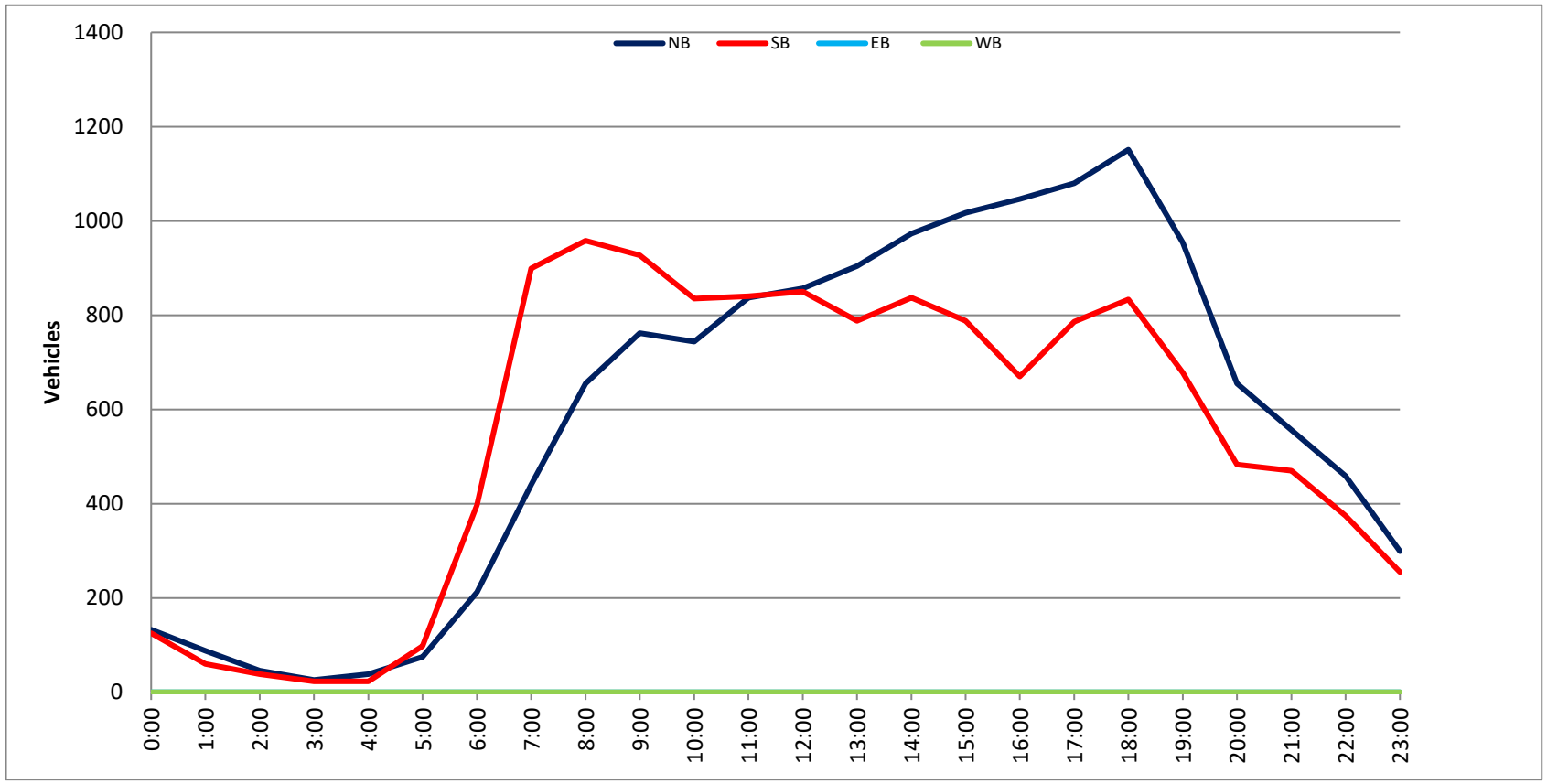
DAILY TOTALS	NB	SB	EB	WB	Total
	14,007	13,035	0	0	27,042

AM Peak Hour	10:45		8:15					**10:45**	**PM Peak Hour**	18:00		12:00					**18:00**
AM Pk Volume	846		969					**1720**	**PM Pk Volume**	1151		850					**1984**
Pk Hr Factor	0.957		0.969					**0.975**	**Pk Hr Factor**	0.928		0.944					**0.961**
7 - 9 Volume	1095		1857		0	0		**2952**	**4 - 6 Volume**	2126		1456		0	0		**3582**
7 - 9 Peak Hour	8:00		7:30					**8:00**	**4 - 6 Peak Hour**	16:30		17:00					**17:00**
7 - 9 Pk Volume	655		965		0	0		**1613**	**4 - 6 Pk Volume**	1103		786		0	0		**1866**
Pk Hr Factor	0.885		0.965		0.000	0.000		**0.940**	**Pk Hr Factor**	0.961		0.881		0.000	0.000		**0.962**

Prepared by National Data & Surveying Services

Project #: CA23_020250_004 **City:** West Hollywood

Location: Crescent Heights Blvd Bet. North City Limit **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Crescent Heights Blvd Bet. Santa Monica Blvd & Romaine St

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_005

DAILY TOTALS	NB	SB	EB	WB	Total
	9,309	11,722	0	0	21,031

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	24		39				63		**12:00**	132		186				318	
0:15	16		27				43		**12:15**	142		206				348	
0:30	17		22				39		**12:30**	133		225				358	
0:45	9	66	13	101			22	167	**12:45**	161	568	206	823			367	1391
1:00	13		13				26		**13:00**	146		192				338	
1:15	17		14				31		**13:15**	127		196				323	
1:30	11		13				24		**13:30**	159		202				361	
1:45	7	48	5	45			12	93	**13:45**	164	596	221	811			385	1407
2:00	9		6				15		**14:00**	138		211				349	
2:15	5		7				12		**14:15**	161		206				367	
2:30	3		3				6		**14:30**	174		184				358	
2:45	3	20	3	19			6	39	**14:45**	157	630	179	780			336	1410
3:00	5		4				9		**15:00**	174		182				356	
3:15	5		3				8		**15:15**	160		175				335	
3:30	3		5				8		**15:30**	172		187				359	
3:45	4	17	5	17			9	34	**15:45**	157	663	165	709			322	1372
4:00	1		3				4		**16:00**	189		156				345	
4:15	1		3				4		**16:15**	160		143				303	
4:30	4		7				11		**16:30**	187		163				350	
4:45	7	13	9	22			16	35	**16:45**	166	702	165	627			331	1329
5:00	12		7				19		**17:00**	207		137				344	
5:15	9		13				22		**17:15**	169		156				325	
5:30	12		18				30		**17:30**	205		201				406	
5:45	15	48	34	72			49	120	**17:45**	158	739	187	681			345	1420
6:00	19		30				49		**18:00**	202		164				366	
6:15	22		49				71		**18:15**	197		144				341	
6:30	33		76				109		**18:30**	188		212				400	
6:45	47	121	120	275			167	396	**18:45**	180	767	157	677			337	1444
7:00	69		153				222		**19:00**	193		147				340	
7:15	48		194				242		**19:15**	164		139				303	
7:30	94		212				306		**19:30**	143		138				281	
7:45	73	284	244	803			317	1087	**19:45**	119	619	127	551			246	1170
8:00	105		259				364		**20:00**	131		113				244	
8:15	113		223				336		**20:15**	122		91				213	
8:30	126		272				398		**20:30**	130		83				213	
8:45	125	469	239	993			364	1462	**20:45**	94	477	95	382			189	859
9:00	125		276				401		**21:00**	93		91				184	
9:15	98		201				299		**21:15**	90		89				179	
9:30	141		235				376		**21:30**	97		85				182	
9:45	126	490	207	919			333	1409	**21:45**	97	377	90	355			187	732
10:00	135		224				359		**22:00**	94		92				186	
10:15	98		183				281		**22:15**	79		88				167	
10:30	123		191				314		**22:30**	86		81				167	
10:45	140	496	236	834			376	1330	**22:45**	47	306	68	329			115	635
11:00	144		160				304		**23:00**	69		46				115	
11:15	138		186				324		**23:15**	50		52				102	
11:30	149		194				343		**23:30**	59		48				107	
11:45	142	573	172	712			314	1285	**23:45**	42	220	39	185			81	405
TOTALS		2645		4812				**7457**	**TOTALS**		6664		6910				**13574**
SPLIT %		35.5%		64.5%				**35.5%**	**SPLIT %**		49.1%		50.9%				**64.5%**

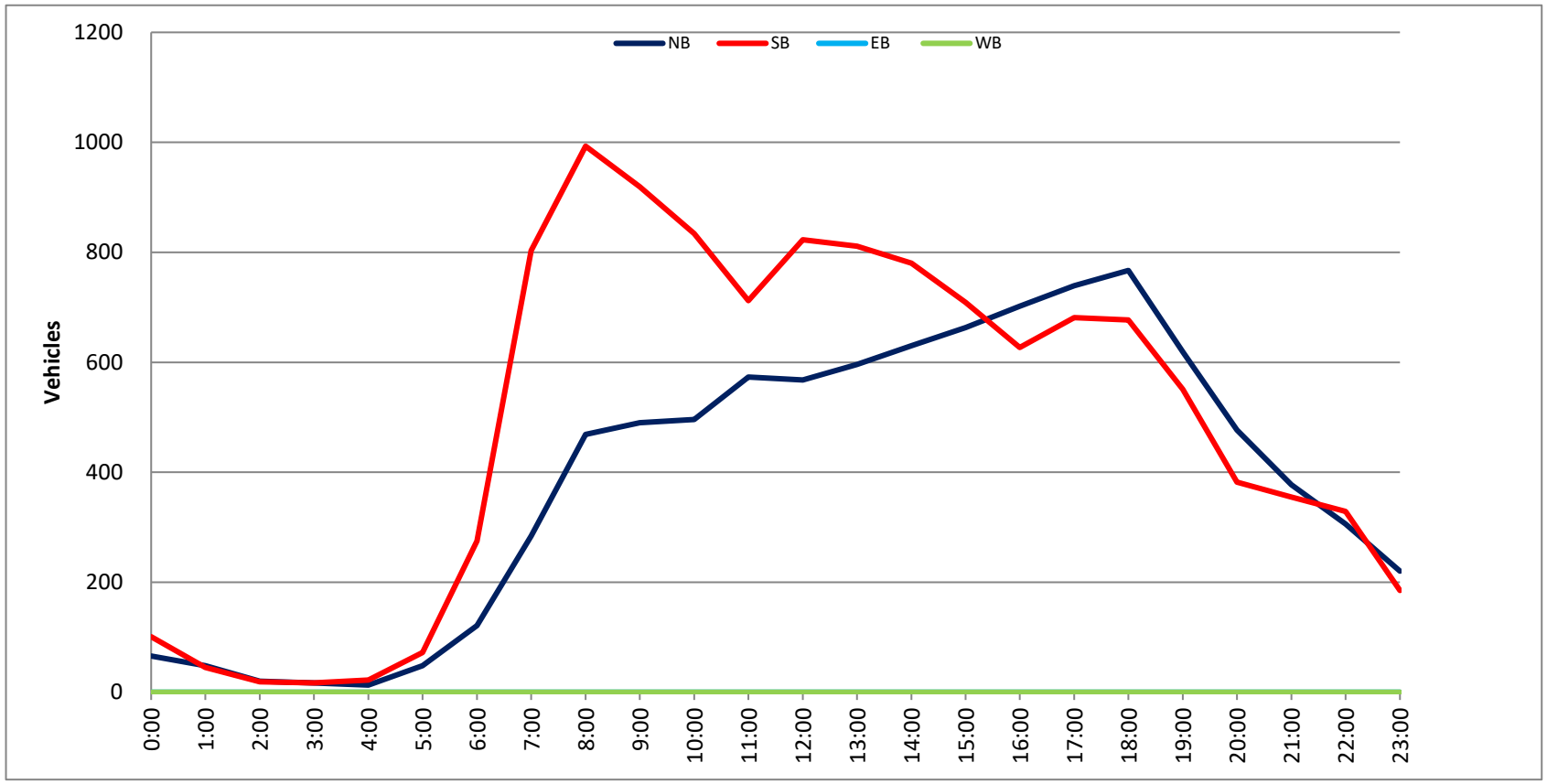
DAILY TOTALS	NB	SB	EB	WB	Total
	9,309	11,722	0	0	21,031

AM Peak Hour	11:00	8:15						**8:15**	**PM Peak Hour**	18:00	13:30						**13:30**
AM Pk Volume	573	1010						**1499**	**PM Pk Volume**	767	840						**1462**
Pk Hr Factor	0.961	0.915						**0.935**	**Pk Hr Factor**	0.949	0.950						**0.949**
7 - 9 Volume	753	1796	0	0				**2549**	**4 - 6 Volume**	1441	1308	0	0				**2749**
7 - 9 Peak Hour	8:00	7:45						**8:00**	**4 - 6 Peak Hour**	16:45	17:00						**17:00**
7 - 9 Pk Volume	469	998	0	0				**1462**	**4 - 6 Pk Volume**	747	681	0	0				**1420**
Pk Hr Factor	0.931	0.917	0.000	0.000				**0.918**	**Pk Hr Factor**	0.902	0.847	0.000	0.000				**0.874**

Prepared by National Data & Surveying Services

Project #: CA23_020250_005 **City:** West Hollywood

Location: Crescent Heights Blvd Bet. Santa Monica **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Doheny Dr NB Bet. Sunset Blvd & Santa Monica Blvd

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_006

DAILY TOTALS	NB	SB	EB	WB	Total
	8,076	0	0	0	8,076

AM Period	NB		SB	EB	WB	TOTAL	
0:00	32		0			32	
0:15	31		0			31	
0:30	30		0			30	
0:45	26	119	0			26	119
1:00	19		0			19	
1:15	11		0			11	
1:30	20		0			20	
1:45	9	59	0			9	59
2:00	16		0			16	
2:15	9		0			9	
2:30	6		0			6	
2:45	3	34	0			3	34
3:00	6		0			6	
3:15	3		0			3	
3:30	1		0			1	
3:45	3	13	0			3	13
4:00	5		0			5	
4:15	2		0			2	
4:30	6		0			6	
4:45	3	16	0			3	16
5:00	8		0			8	
5:15	10		0			10	
5:30	20		0			20	
5:45	15	53	0			15	53
6:00	23		0			23	
6:15	29		0			29	
6:30	38		0			38	
6:45	72	162	0			72	162
7:00	73		0			73	
7:15	56		0			56	
7:30	91		0			91	
7:45	106	326	0			106	326
8:00	99		0			99	
8:15	112		0			112	
8:30	111		0			111	
8:45	117	439	0			117	439
9:00	108		0			108	
9:15	123		0			123	
9:30	108		0			108	
9:45	111	450	0			111	450
10:00	108		0			108	
10:15	117		0			117	
10:30	111		0			111	
10:45	104	440	0			104	440
11:00	101		0			101	
11:15	124		0			124	
11:30	118		0			118	
11:45	117	460	0			117	460
TOTALS		2571					**2571**
SPLIT %		100.0%					**31.8%**

PM Period	NB		SB	EB	WB	TOTAL	
12:00	100		0			100	
12:15	114		0			114	
12:30	124		0			124	
12:45	129	467	0			129	467
13:00	130		0			130	
13:15	115		0			115	
13:30	128		0			128	
13:45	112	485	0			112	485
14:00	119		0			119	
14:15	131		0			131	
14:30	131		0			131	
14:45	124	505	0			124	505
15:00	120		0			120	
15:15	119		0			119	
15:30	106		0			106	
15:45	120	465	0			120	465
16:00	140		0			140	
16:15	152		0			152	
16:30	153		0			153	
16:45	180	625	0			180	625
17:00	186		0			186	
17:15	178		0			178	
17:30	188		0			188	
17:45	194	746	0			194	746
18:00	150		0			150	
18:15	150		0			150	
18:30	163		0			163	
18:45	154	617	0			154	617
19:00	152		0			152	
19:15	122		0			122	
19:30	117		0			117	
19:45	109	500	0			109	500
20:00	83		0			83	
20:15	103		0			103	
20:30	81		0			81	
20:45	89	356	0			89	356
21:00	79		0			79	
21:15	71		0			71	
21:30	55		0			55	
21:45	99	304	0			99	304
22:00	67		0			67	
22:15	83		0			83	
22:30	56		0			56	
22:45	61	267	0			61	267
23:00	51		0			51	
23:15	43		0			43	
23:30	41		0			41	
23:45	33	168	0			33	168
TOTALS		5505					**5505**
SPLIT %		100.0%					**68.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	8,076	0	0	0	8,076

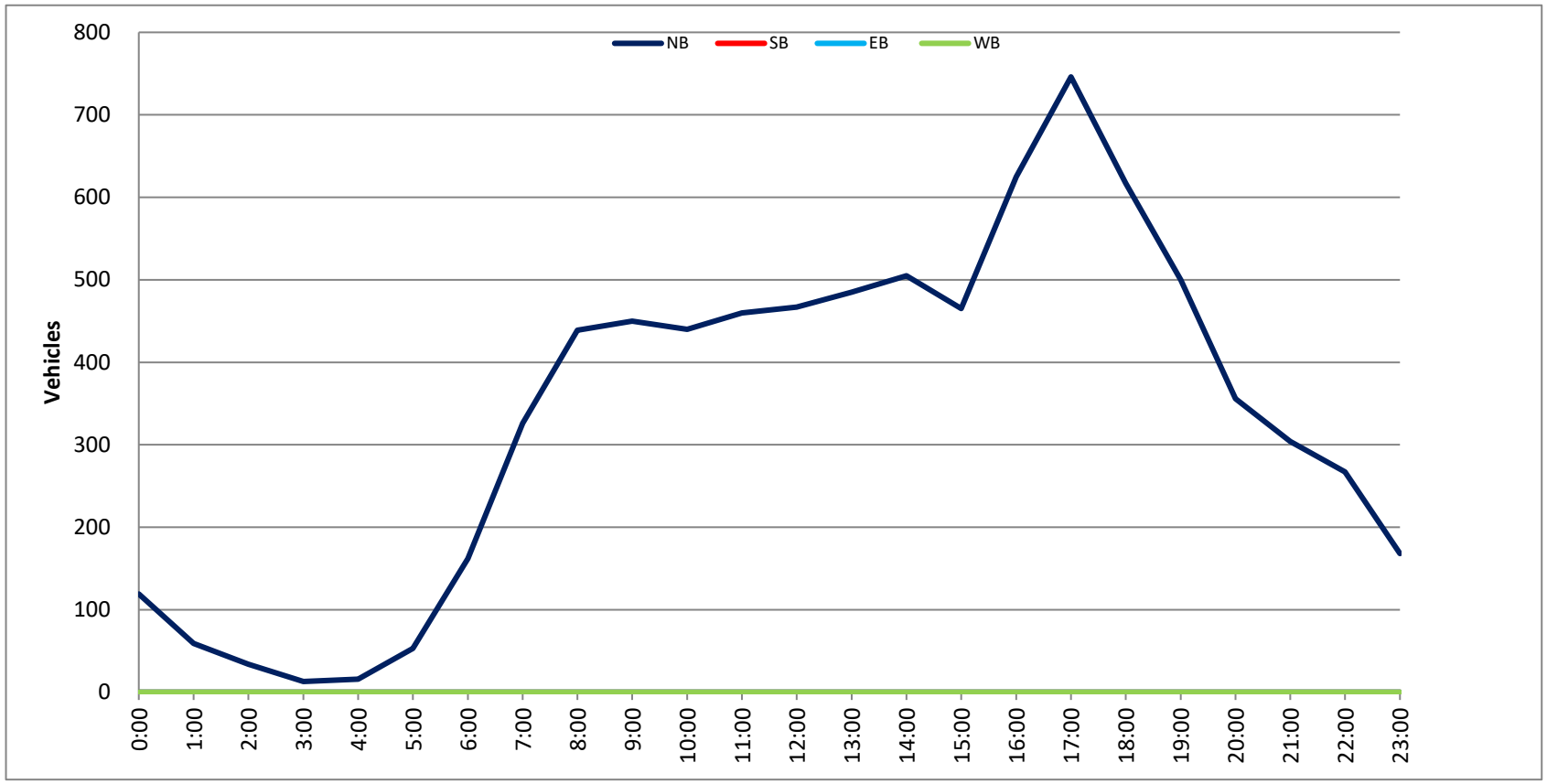
AM Peak Hour	11:00				**11:00**
AM Pk Volume	460				**460**
Pk Hr Factor	0.927				**0.927**
7 - 9 Volume	765	0	0	0	**765**
7 - 9 Peak Hour	8:00				**8:00**
7 - 9 Pk Volume	439	0	0	0	**439**
Pk Hr Factor	0.938	0.000	0.000	0.000	**0.938**

PM Peak Hour	17:00				**17:00**
PM Pk Volume	746				**746**
Pk Hr Factor	0.961				**0.961**
4 - 6 Volume	1371	0	0	0	**1371**
4 - 6 Peak Hour	17:00				**17:00**
4 - 6 Pk Volume	746	0	0	0	**746**
Pk Hr Factor	0.961	0.000	0.000	0.000	**0.961**

Prepared by National Data & Surveying Services

Project #: CA23_020250_006 **City:** West Hollywood

Location: Doheny Dr NB Bet. Sunset Blvd & Santa **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Doheny Dr NB Bet. Santa Monica Blvd & South City Limit

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_007

DAILY TOTALS	NB	SB	EB	WB	Total
	7,476	0	0	0	7,476

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	14		0			14		**12:00**	115		0			115	
0:15	15		0			15		**12:15**	128		0			128	
0:30	5		0			5		**12:30**	152		0			152	
0:45	9	43	0			9	43	**12:45**	129	524	0			129	524
1:00	5		0			5		**13:00**	134		0			134	
1:15	7		0			7		**13:15**	122		0			122	
1:30	5		0			5		**13:30**	126		0			126	
1:45	4	21	0			4	21	**13:45**	134	516	0			134	516
2:00	3		0			3		**14:00**	127		0			127	
2:15	5		0			5		**14:15**	138		0			138	
2:30	3		0			3		**14:30**	130		0			130	
2:45	1	12	0			1	12	**14:45**	146	541	0			146	541
3:00	2		0			2		**15:00**	123		0			123	
3:15	0		0			0		**15:15**	130		0			130	
3:30	3		0			3		**15:30**	125		0			125	
3:45	5	10	0			5	10	**15:45**	122	500	0			122	500
4:00	2		0			2		**16:00**	152		0			152	
4:15	0		0			0		**16:15**	142		0			142	
4:30	6		0			6		**16:30**	137		0			137	
4:45	10	18	0			10	18	**16:45**	140	571	0			140	571
5:00	6		0			6		**17:00**	141		0			141	
5:15	9		0			9		**17:15**	151		0			151	
5:30	10		0			10		**17:30**	121		0			121	
5:45	15	40	0			15	40	**17:45**	133	546	0			133	546
6:00	25		0			25		**18:00**	159		0			159	
6:15	37		0			37		**18:15**	147		0			147	
6:30	48		0			48		**18:30**	129		0			129	
6:45	83	193	0			83	193	**18:45**	136	571	0			136	571
7:00	61		0			61		**19:00**	119		0			119	
7:15	74		0			74		**19:15**	111		0			111	
7:30	97		0			97		**19:30**	99		0			99	
7:45	106	338	0			106	338	**19:45**	82	411	0			82	411
8:00	91		0			91		**20:00**	69		0			69	
8:15	111		0			111		**20:15**	80		0			80	
8:30	106		0			106		**20:30**	56		0			56	
8:45	129	437	0			129	437	**20:45**	67	272	0			67	272
9:00	89		0			89		**21:00**	58		0			58	
9:15	99		0			99		**21:15**	58		0			58	
9:30	128		0			128		**21:30**	60		0			60	
9:45	133	449	0			133	449	**21:45**	64	240	0			64	240
10:00	131		0			131		**22:00**	48		0			48	
10:15	101		0			101		**22:15**	54		0			54	
10:30	123		0			123		**22:30**	34		0			34	
10:45	115	470	0			115	470	**22:45**	40	176	0			40	176
11:00	113		0			113		**23:00**	37		0			37	
11:15	114		0			114		**23:15**	31		0			31	
11:30	125		0			125		**23:30**	19		0			19	
11:45	120	472	0			120	472	**23:45**	18	105	0			18	105
TOTALS		2503					**2503**	**TOTALS**		4973					**4973**
SPLIT %		100.0%					**33.5%**	**SPLIT %**		100.0%					**66.5%**

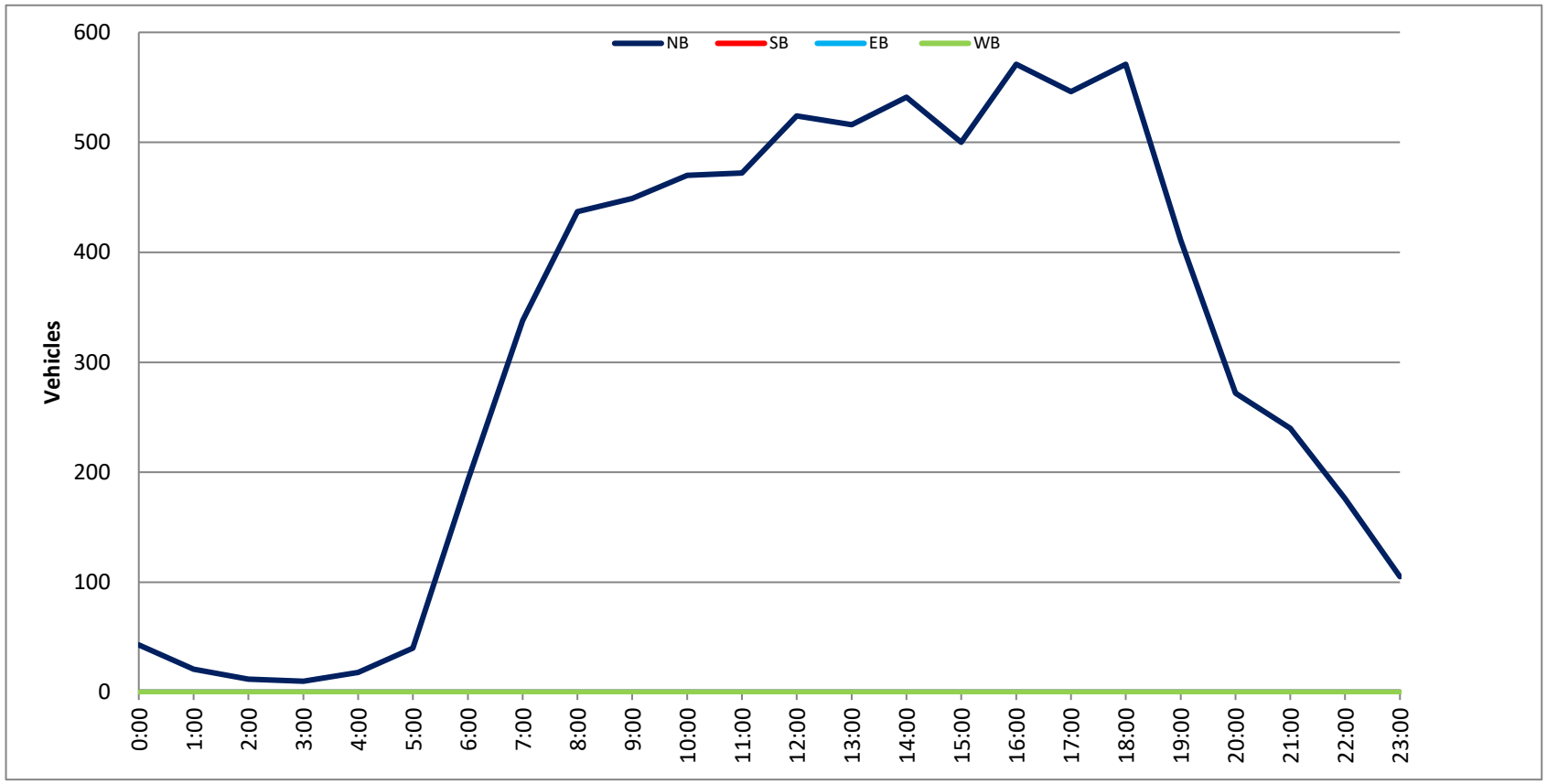
DAILY TOTALS	NB	SB	EB	WB	Total
	7,476	0	0	0	7,476

AM Peak Hour	11:45				**11:45**	**PM Peak Hour**	16:00				**16:00**
AM Pk Volume	515				**515**	**PM Pk Volume**	571				**571**
Pk Hr Factor	0.847				**0.847**	**Pk Hr Factor**	0.939				**0.939**
7 - 9 Volume	775	0	0	0	**775**	**4 - 6 Volume**	1117	0	0	0	**1117**
7 - 9 Peak Hour	8:00				**8:00**	**4 - 6 Peak Hour**	16:00				**16:00**
7 - 9 Pk Volume	437	0	0	0	**437**	**4 - 6 Pk Volume**	571	0	0	0	**571**
Pk Hr Factor	0.847	0.000	0.000	0.000	**0.847**	**Pk Hr Factor**	0.939	0.000	0.000	0.000	**0.939**

Prepared by National Data & Surveying Services

Project #: CA23_020250_007 **City:** West Hollywood

Location: Doheny Dr NB Bet. Santa Monica Blvd & **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Doheny Rd Bet. West City Limit & Sunset Blvd

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,574	4,241	7,815

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			18		16		34		12:00			75		70		145	
0:15			21		13		34		12:15			74		82		156	
0:30			17		9		26		12:30			60		67		127	
0:45			15	71	9	47	24	118	12:45			63	272	67	286	130	558
1:00			9		11		20		13:00			75		80		155	
1:15			16		5		21		13:15			41		73		114	
1:30			8		9		17		13:30			46		62		108	
1:45			8	41	4	29	12	70	13:45			73	235	75	290	148	525
2:00			11		6		17		14:00			53		79		132	
2:15			8		5		13		14:15			60		45		105	
2:30			3		2		5		14:30			44		49		93	
2:45			0	22	4	17	4	39	14:45			57	214	61	234	118	448
3:00			1		2		3		15:00			62		67		129	
3:15			3		1		4		15:15			49		74		123	
3:30			0		1		1		15:30			40		85		125	
3:45			0	4	1	5	1	9	15:45			68	219	83	309	151	528
4:00			0		0		0		16:00			78		65		143	
4:15			1		0		1		16:15			52		77		129	
4:30			0		1		1		16:30			79		84		163	
4:45			2	3	2	3	4	6	16:45			55	264	71	297	126	561
5:00			3		2		5		17:00			66		101		167	
5:15			5		8		13		17:15			73		93		166	
5:30			13		5		18		17:30			60		76		136	
5:45			7	28	19	34	26	62	17:45			55	254	72	342	127	596
6:00			4		10		14		18:00			49		77		126	
6:15			11		33		44		18:15			54		60		114	
6:30			12		29		41		18:30			46		55		101	
6:45			24	51	48	120	72	171	18:45			54	203	60	252	114	455
7:00			27		60		87		19:00			43		39		82	
7:15			32		62		94		19:15			47		43		90	
7:30			27		77		104		19:30			38		50		88	
7:45			40	126	77	276	117	402	19:45			29	157	41	173	70	330
8:00			50		61		111		20:00			32		46		78	
8:15			52		58		110		20:15			34		49		83	
8:30			61		78		139		20:30			32		37		69	
8:45			63	226	62	259	125	485	20:45			34	132	32	164	66	296
9:00			66		75		141		21:00			17		31		48	
9:15			75		67		142		21:15			30		35		65	
9:30			55		57		112		21:30			17		42		59	
9:45			86	282	65	264	151	546	21:45			13	77	41	149	54	226
10:00			76		63		139		22:00			20		25		45	
10:15			57		60		117		22:15			21		28		49	
10:30			57		75		132		22:30			17		26		43	
10:45			68	258	66	264	134	522	22:45			22	80	36	115	58	195
11:00			54		59		113		23:00			28		31		59	
11:15			48		34		82		23:15			34		17		51	
11:30			78		68		146		23:30			16		17		33	
11:45			66	246	63	224	129	470	23:45			31	109	23	88	54	197
TOTALS				1358		1542		2900	TOTALS				2216		2699		4915
SPLIT %				46.8%		53.2%		37.1%	SPLIT %				45.1%		54.9%		62.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,574	4,241	7,815

AM Peak Hour				11:30	11:30	11:30	PM Peak Hour				15:45	16:30	16:30
AM Pk Volume				293	283	576	PM Pk Volume				277	349	622
Pk Hr Factor				0.939	0.863	0.923	Pk Hr Factor				0.877	0.864	0.931
7 - 9 Volume	0	0		352	535	887	4 - 6 Volume	0	0		518	639	1157
7 - 9 Peak Hour				8:00	7:15	8:00	4 - 6 Peak Hour				16:30	16:30	16:30
7 - 9 Pk Volume	0	0		226	277	485	4 - 6 Pk Volume	0	0		273	349	622
Pk Hr Factor	0.000	0.000		0.897	0.899	0.872	Pk Hr Factor	0.000	0.000		0.864	0.864	0.931

Prepared by National Data & Surveying Services

Project #: CA23_020250_008 **City:** West Hollywood

Location: Doheny Rd Bet. West City Limit & Sunset **Date:** 7/27/2023

Prepared by National Data & Surveying Services

VOLUME

Fairfax Ave Bet. Fountain Ave & Willoughby Ave

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_009

DAILY TOTALS	NB	SB	EB	WB	Total
	13,505	12,962	0	0	26,467

AM Period	NB		SB		EB		WB		TOTAL	
0:00	69		78						147	
0:15	59		58						117	
0:30	44		37						81	
0:45	42	214	20	193					62	407
1:00	29		31						60	
1:15	29		42						71	
1:30	15		35						50	
1:45	25	98	14	122					39	220
2:00	28		18						46	
2:15	21		19						40	
2:30	21		19						40	
2:45	13	83	14	70					27	153
3:00	11		11						22	
3:15	8		5						13	
3:30	7		17						24	
3:45	9	35	19	52					28	87
4:00	5		14						19	
4:15	11		21						32	
4:30	11		21						32	
4:45	11	38	29	85					40	123
5:00	11		28						39	
5:15	24		30						54	
5:30	28		40						68	
5:45	24	87	69	167					93	254
6:00	37		52						89	
6:15	40		93						133	
6:30	43		99						142	
6:45	59	179	122	366					181	545
7:00	70		128						198	
7:15	73		118						191	
7:30	89		192						281	
7:45	118	350	209	647					327	997
8:00	127		215						342	
8:15	132		175						307	
8:30	160		258						418	
8:45	175	594	200	848					375	1442
9:00	187		242						429	
9:15	164		193						357	
9:30	201		202						403	
9:45	166	718	203	840					369	1558
10:00	169		195						364	
10:15	138		149						287	
10:30	175		217						392	
10:45	168	650	207	768					375	1418
11:00	189		203						392	
11:15	164		192						356	
11:30	169		233						402	
11:45	202	724	190	818					392	1542
TOTALS		3770		4976						**8746**
SPLIT %		43.1%		56.9%						**33.0%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	178		183						361	
12:15	169		214						383	
12:30	199		197						396	
12:45	197	743	206	800					403	1543
13:00	214		189						403	
13:15	185		161						346	
13:30	202		175						377	
13:45	190	791	201	726					391	1517
14:00	215		165						380	
14:15	220		191						411	
14:30	241		202						443	
14:45	213	889	216	774					429	1663
15:00	212		169						381	
15:15	217		207						424	
15:30	258		201						459	
15:45	280	967	212	789					492	1756
16:00	213		186						399	
16:15	237		223						460	
16:30	262		208						470	
16:45	294	1006	190	807					484	1813
17:00	261		228						489	
17:15	266		211						477	
17:30	240		196						436	
17:45	269	1036	213	848					482	1884
18:00	271		207						478	
18:15	261		198						459	
18:30	232		189						421	
18:45	241	1005	186	780					427	1785
19:00	215		196						411	
19:15	230		143						373	
19:30	249		168						417	
19:45	167	861	166	673					333	1534
20:00	194		190						384	
20:15	181		144						325	
20:30	212		125						337	
20:45	198	785	125	584					323	1369
21:00	198		116						314	
21:15	193		132						325	
21:30	185		127						312	
21:45	174	750	119	494					293	1244
22:00	153		113						266	
22:15	132		109						241	
22:30	131		96						227	
22:45	116	532	104	422					220	954
23:00	101		82						183	
23:15	104		70						174	
23:30	95		65						160	
23:45	70	370	72	289					142	659
TOTALS		9735		7986						**17721**
SPLIT %		54.9%		45.1%						**67.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	13,505	12,962	0	0	26,467

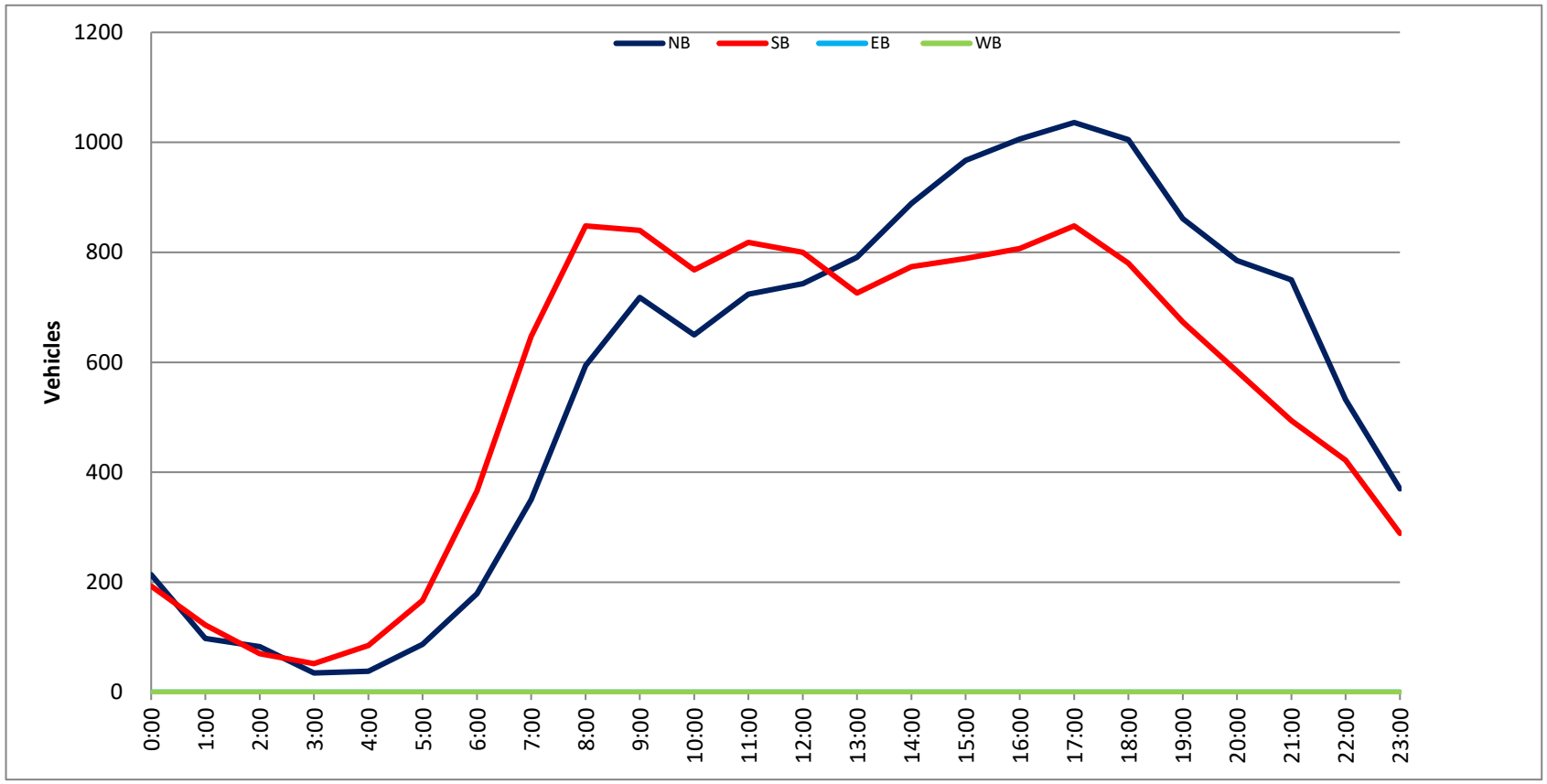
AM Peak Hour	11:45	8:30			**8:30**
AM Pk Volume	748	893			**1579**
Pk Hr Factor	0.926	0.865			**0.920**
7 - 9 Volume	944	1495	0	0	**2439**
7 - 9 Peak Hour	8:00	7:45			**8:00**
7 - 9 Pk Volume	594	857	0	0	**1442**
Pk Hr Factor	0.849	0.830	0.000	0.000	**0.862**

PM Peak Hour	16:30	16:15			**16:30**
PM Pk Volume	1083	849			**1920**
Pk Hr Factor	0.921	0.931			**0.982**
4 - 6 Volume	2042	1655	0	0	**3697**
4 - 6 Peak Hour	16:30	16:15			**16:30**
4 - 6 Pk Volume	1083	849	0	0	**1920**
Pk Hr Factor	0.921	0.931	0.000	0.000	**0.982**

Prepared by National Data & Surveying Services

Project #: CA23_020250_009 **City:** West Hollywood

Location: Fairfax Ave Bet. Fountain Ave & Willoughby **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Fountain Ave Bet. La Cienega Blvd & Fairfax Ave

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,135	16,462	31,597

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			71		36		107		12:00			195		257		452	
0:15			69		33		102		12:15			215		240		455	
0:30			55		27		82		12:30			206		204		410	
0:45			34	229	26	122	60	351	12:45			244	860	212	913	456	1773
1:00			47		16		63		13:00			231		260		491	
1:15			43		17		60		13:15			267		225		492	
1:30			34		17		51		13:30			228		219		447	
1:45			28	152	12	62	40	214	13:45			235	961	208	912	443	1873
2:00			24		12		36		14:00			272		236		508	
2:15			17		13		30		14:15			258		220		478	
2:30			11		13		24		14:30			249		206		455	
2:45			9	61	5	43	14	104	14:45			279	1058	214	876	493	1934
3:00			5		6		11		15:00			224		228		452	
3:15			7		10		17		15:15			311		222		533	
3:30			7		3		10		15:30			303		217		520	
3:45			5	24	4	23	9	47	15:45			298	1136	202	869	500	2005
4:00			4		11		15		16:00			344		220		564	
4:15			10		8		18		16:15			295		211		506	
4:30			8		17		25		16:30			372		220		592	
4:45			5	27	22	58	27	85	16:45			344	1355	245	896	589	2251
5:00			9		28		37		17:00			351		234		585	
5:15			10		37		47		17:15			373		208		581	
5:30			12		64		76		17:30			352		256		608	
5:45			26	57	81	210	107	267	17:45			341	1417	277	975	618	2392
6:00			22		121		143		18:00			334		237		571	
6:15			31		170		201		18:15			320		228		548	
6:30			40		245		285		18:30			300		222		522	
6:45			71	164	307	843	378	1007	18:45			269	1223	234	921	503	2144
7:00			55		302		357		19:00			295		220		515	
7:15			87		356		443		19:15			259		202		461	
7:30			119		399		518		19:30			244		187		431	
7:45			134	395	331	1388	465	1783	19:45			217	1015	184	793	401	1808
8:00			127		306		433		20:00			202		191		393	
8:15			138		402		540		20:15			203		134		337	
8:30			179		332		511		20:30			202		127		329	
8:45			165	609	364	1404	529	2013	20:45			196	803	142	594	338	1397
9:00			126		379		505		21:00			184		111		295	
9:15			159		314		473		21:15			130		132		262	
9:30			172		293		465		21:30			128		135		263	
9:45			190	647	296	1282	486	1929	21:45			164	606	157	535	321	1141
10:00			151		300		451		22:00			137		109		246	
10:15			181		271		452		22:15			124		109		233	
10:30			200		250		450		22:30			134		88		222	
10:45			172	704	248	1069	420	1773	22:45			115	510	86	392	201	902
11:00			185		248		433		23:00			110		88		198	
11:15			186		261		447		23:15			100		69		169	
11:30			193		252		445		23:30			92		58		150	
11:45			179	743	250	1011	429	1754	23:45			77	379	56	271	133	650
TOTALS				3812		7515		11327	TOTALS				11323		8947		20270
SPLIT %				33.7%		66.3%		35.8%	SPLIT %				55.9%		44.1%		64.2%

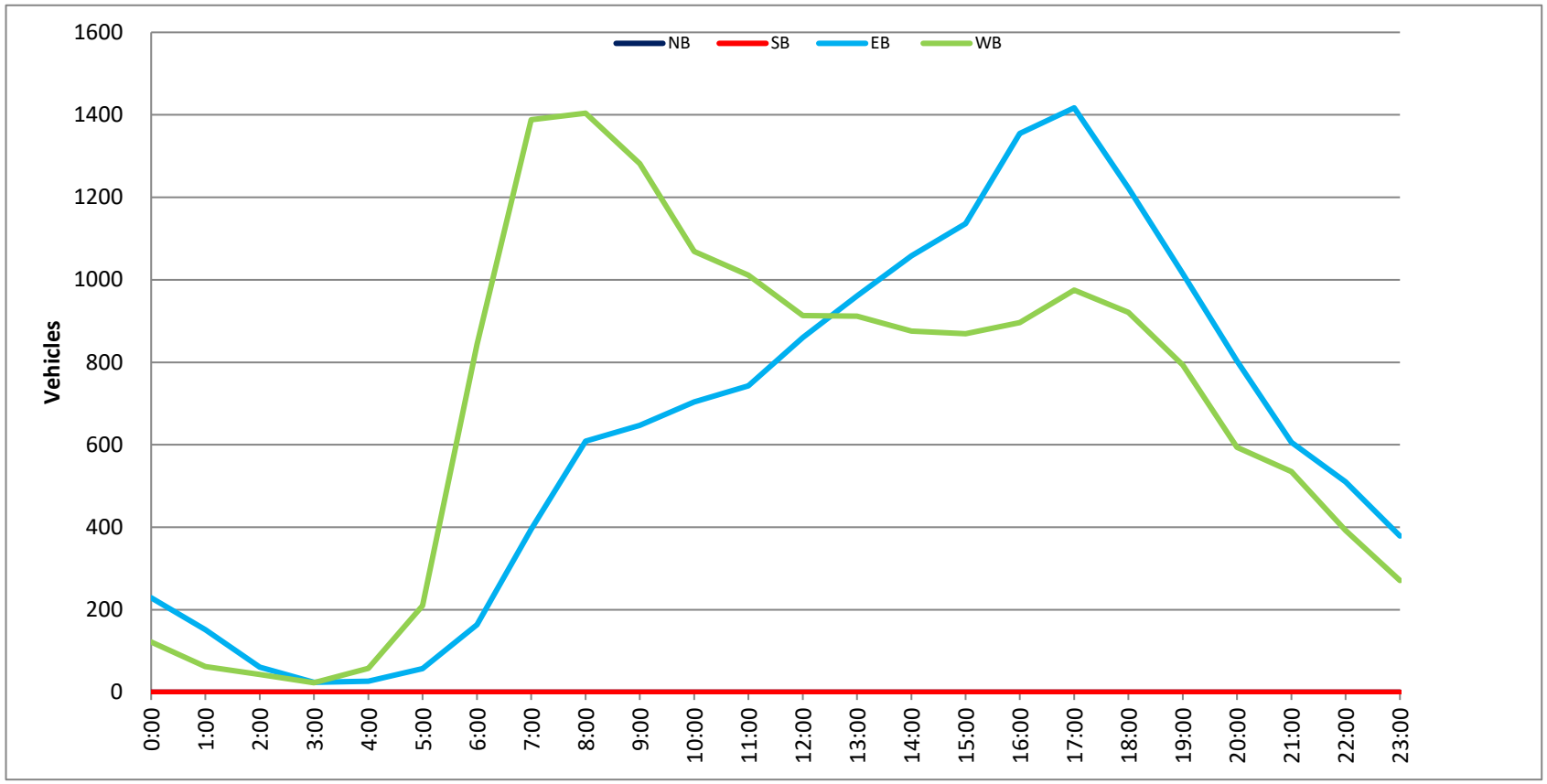
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,135	16,462	31,597

AM Peak Hour			11:45	8:15	8:15	PM Peak Hour			16:30	17:30	17:00
AM Pk Volume			795	1477	2085	PM Pk Volume			1440	998	2392
Pk Hr Factor			0.924	0.919	0.965	Pk Hr Factor			0.965	0.901	0.968
7 - 9 Volume	0	0	1004	2792	3796	4 - 6 Volume	0	0	2772	1871	4643
7 - 9 Peak Hour			8:00	7:30	8:00	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	609	1438	2013	4 - 6 Pk Volume	0	0	1440	975	2392
Pk Hr Factor	0.000	0.000	0.851	0.894	0.932	Pk Hr Factor	0.000	0.000	0.965	0.880	0.968

Prepared by National Data & Surveying Services

Project #: CA23_020250_010 **City:** West Hollywood

Location: Fountain Ave Bet. La Cienega Blvd & Fairfax **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Fountain Ave Bet. Fairfax Ave & La Brea Ave

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,836	16,015	29,851

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			73		42		115		12:00			202		284		486	
0:15			58		36		94		12:15			221		246		467	
0:30			36		36		72		12:30			219		262		481	
0:45			40	207	25	139	65	346	12:45			217	859	230	1022	447	1881
1:00			40		22		62		13:00			226		251		477	
1:15			31		21		52		13:15			250		230		480	
1:30			24		21		45		13:30			233		257		490	
1:45			19	114	16	80	35	194	13:45			201	910	247	985	448	1895
2:00			35		12		47		14:00			252		231		483	
2:15			17		20		37		14:15			231		191		422	
2:30			13		13		26		14:30			213		218		431	
2:45			11	76	5	50	16	126	14:45			242	938	228	868	470	1806
3:00			4		8		12		15:00			232		229		461	
3:15			6		10		16		15:15			262		237		499	
3:30			2		7		9		15:30			281		212		493	
3:45			7	19	6	31	13	50	15:45			245	1020	231	909	476	1929
4:00			4		11		15		16:00			259		238		497	
4:15			9		9		18		16:15			248		230		478	
4:30			11		19		30		16:30			299		219		518	
4:45			10	34	16	55	26	89	16:45			276	1082	208	895	484	1977
5:00			12		20		32		17:00			282		240		522	
5:15			12		36		48		17:15			298		223		521	
5:30			24		43		67		17:30			335		265		600	
5:45			29	77	67	166	96	243	17:45			314	1229	270	998	584	2227
6:00			26		90		116		18:00			267		229		496	
6:15			24		160		184		18:15			226		267		493	
6:30			41		215		256		18:30			241		227		468	
6:45			55	146	246	711	301	857	18:45			207	941	226	949	433	1890
7:00			49		256		305		19:00			225		200		425	
7:15			82		290		372		19:15			255		192		447	
7:30			89		299		388		19:30			227		189		416	
7:45			96	316	310	1155	406	1471	19:45			189	896	198	779	387	1675
8:00			121		298		419		20:00			208		175		383	
8:15			133		332		465		20:15			181		150		331	
8:30			154		316		470		20:30			189		141		330	
8:45			155	563	301	1247	456	1810	20:45			183	761	128	594	311	1355
9:00			137		281		418		21:00			217		123		340	
9:15			154		275		429		21:15			143		130		273	
9:30			164		255		419		21:30			132		141		273	
9:45			167	622	270	1081	437	1703	21:45			149	641	126	520	275	1161
10:00			168		263		431		22:00			140		124		264	
10:15			186		282		468		22:15			129		103		232	
10:30			206		278		484		22:30			122		92		214	
10:45			151	711	266	1089	417	1800	22:45			122	513	99	418	221	931
11:00			171		249		420		23:00			122		83		205	
11:15			189		258		447		23:15			108		78		186	
11:30			194		251		445		23:30			109		59		168	
11:45			190	744	231	989	421	1733	23:45			78	417	65	285	143	702
TOTALS				3629		6793		10422	TOTALS				10207		9222		19429
SPLIT %				34.8%		65.2%		34.9%	SPLIT %				52.5%		47.5%		65.1%

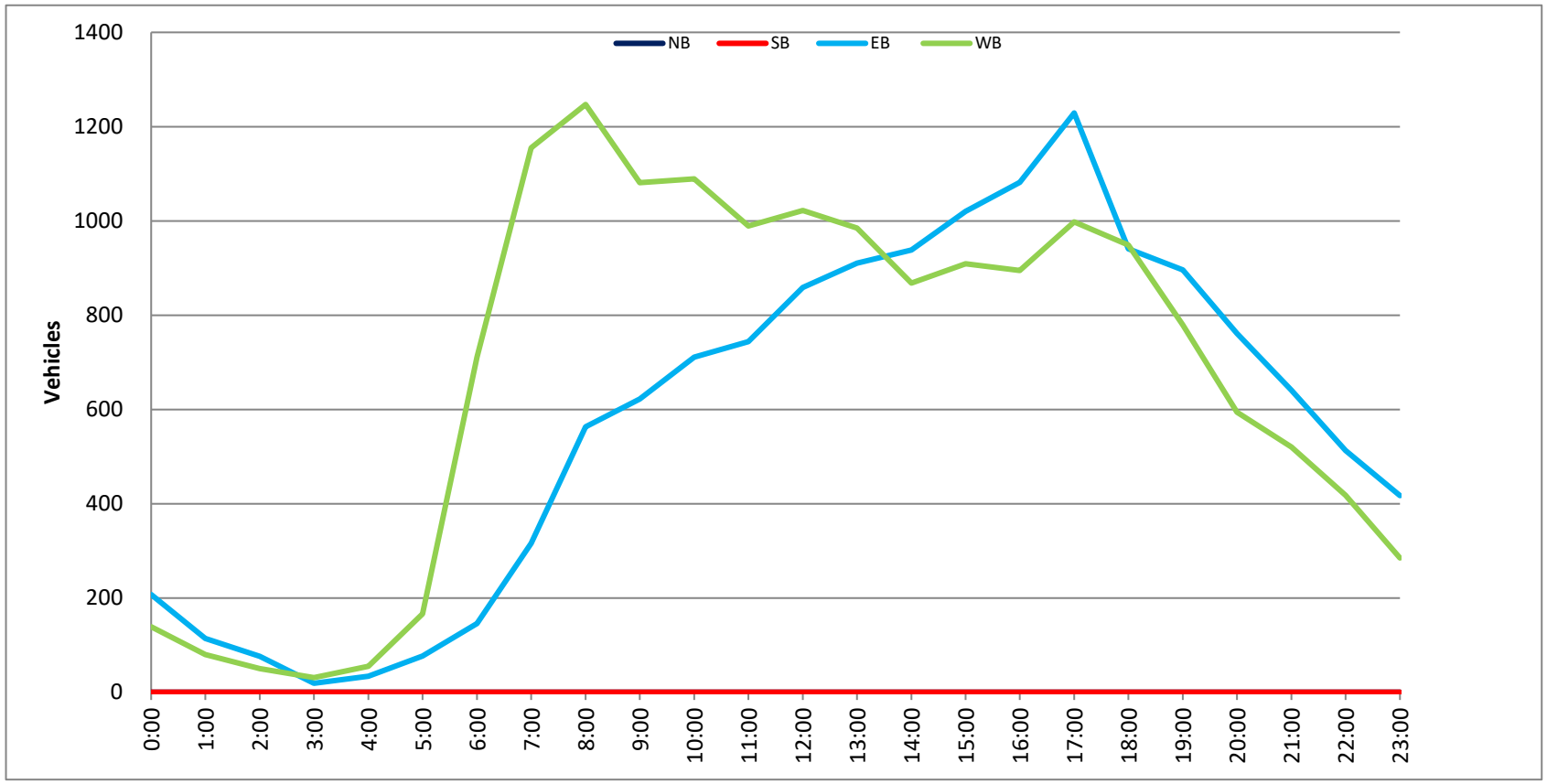
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,836	16,015	29,851

AM Peak Hour				11:45	7:45	11:45			PM Peak Hour				17:00	17:30	17:00		
AM Pk Volume				832	1256	1855			PM Pk Volume				1229	1031	2227		
Pk Hr Factor				0.941	0.946	0.954			Pk Hr Factor				0.917	0.955	0.928		
7 - 9 Volume	0	0		879	2402	3281			4 - 6 Volume	0	0		2311	1893	4204		
7 - 9 Peak Hour				8:00	7:45	8:00			4 - 6 Peak Hour				17:00	17:00	17:00		
7 - 9 Pk Volume	0	0		563	1256	1810			4 - 6 Pk Volume	0	0		1229	998	2227		
Pk Hr Factor	0.000	0.000		0.908	0.946	0.963			Pk Hr Factor	0.000	0.000		0.917	0.924	0.928		

Prepared by National Data & Surveying Services

Project #: CA23_020250_011 **City:** West Hollywood

Location: Fountain Ave Bet. Fairfax Ave & La Brea **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Gardner St Bet. Fountain Ave & Santa Monica Blvd

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_012

DAILY TOTALS	NB	SB	EB	WB	Total
	3,690	3,383	0	0	7,073

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	13		12						25		**12:00**	60		61						121	
0:15	12		13						25		**12:15**	70		55						125	
0:30	4		1						5		**12:30**	53		37						90	
0:45	9	38	7	33					16	71	**12:45**	72	255	60	213					132	468
1:00	7		4						11		**13:00**	59		47						106	
1:15	6		3						9		**13:15**	58		63						121	
1:30	5		8						13		**13:30**	73		71						144	
1:45	3	21	4	19					7	40	**13:45**	59	249	66	247					125	496
2:00	3		3						6		**14:00**	75		59						134	
2:15	3		3						6		**14:15**	69		62						131	
2:30	5		3						8		**14:30**	51		55						106	
2:45	3	14	2	11					5	25	**14:45**	60	255	50	226					110	481
3:00	2		5						7		**15:00**	55		45						100	
3:15	1		0						1		**15:15**	58		58						116	
3:30	1		0						1		**15:30**	70		43						113	
3:45	4	8	2	7					6	15	**15:45**	86	269	43	189					129	458
4:00	1		2						3		**16:00**	68		54						122	
4:15	3		1						4		**16:15**	67		56						123	
4:30	4		0						4		**16:30**	57		56						113	
4:45	4	12	2	5					6	17	**16:45**	83	275	52	218					135	493
5:00	3		1						4		**17:00**	96		57						153	
5:15	1		3						4		**17:15**	81		65						146	
5:30	4		2						6		**17:30**	83		60						143	
5:45	7	15	4	10					11	25	**17:45**	74	334	83	265					157	599
6:00	7		6						13		**18:00**	84		68						152	
6:15	9		6						15		**18:15**	84		60						144	
6:30	14		11						25		**18:30**	79		61						140	
6:45	9	39	15	38					24	77	**18:45**	65	312	45	234					110	546
7:00	14		21						35		**19:00**	70		54						124	
7:15	24		27						51		**19:15**	62		42						104	
7:30	26		35						61		**19:30**	48		44						92	
7:45	36	100	41	124					77	224	**19:45**	64	244	40	180					104	424
8:00	25		50						75		**20:00**	49		45						94	
8:15	45		62						107		**20:15**	47		36						83	
8:30	46		64						110		**20:30**	39		49						88	
8:45	37	153	66	242					103	395	**20:45**	47	182	29	159					76	341
9:00	56		62						118		**21:00**	34		32						66	
9:15	47		51						98		**21:15**	32		34						66	
9:30	55		62						117		**21:30**	36		17						53	
9:45	47	205	57	232					104	437	**21:45**	22	124	21	104					43	228
10:00	35		52						87		**22:00**	22		32						54	
10:15	62		70						132		**22:15**	29		25						54	
10:30	53		53						106		**22:30**	20		14						34	
10:45	53	203	75	250					128	453	**22:45**	19	90	19	90					38	180
11:00	54		48						102		**23:00**	28		20						48	
11:15	39		53						92		**23:15**	17		18						35	
11:30	72		70						142		**23:30**	18		18						36	
11:45	56	221	49	220					105	441	**23:45**	9	72	11	67					20	139
TOTALS		1029		1191						**2220**	**TOTALS**		2661		2192						**4853**
SPLIT %		46.4%		53.6%						**31.4%**	**SPLIT %**		54.8%		45.2%						**68.6%**

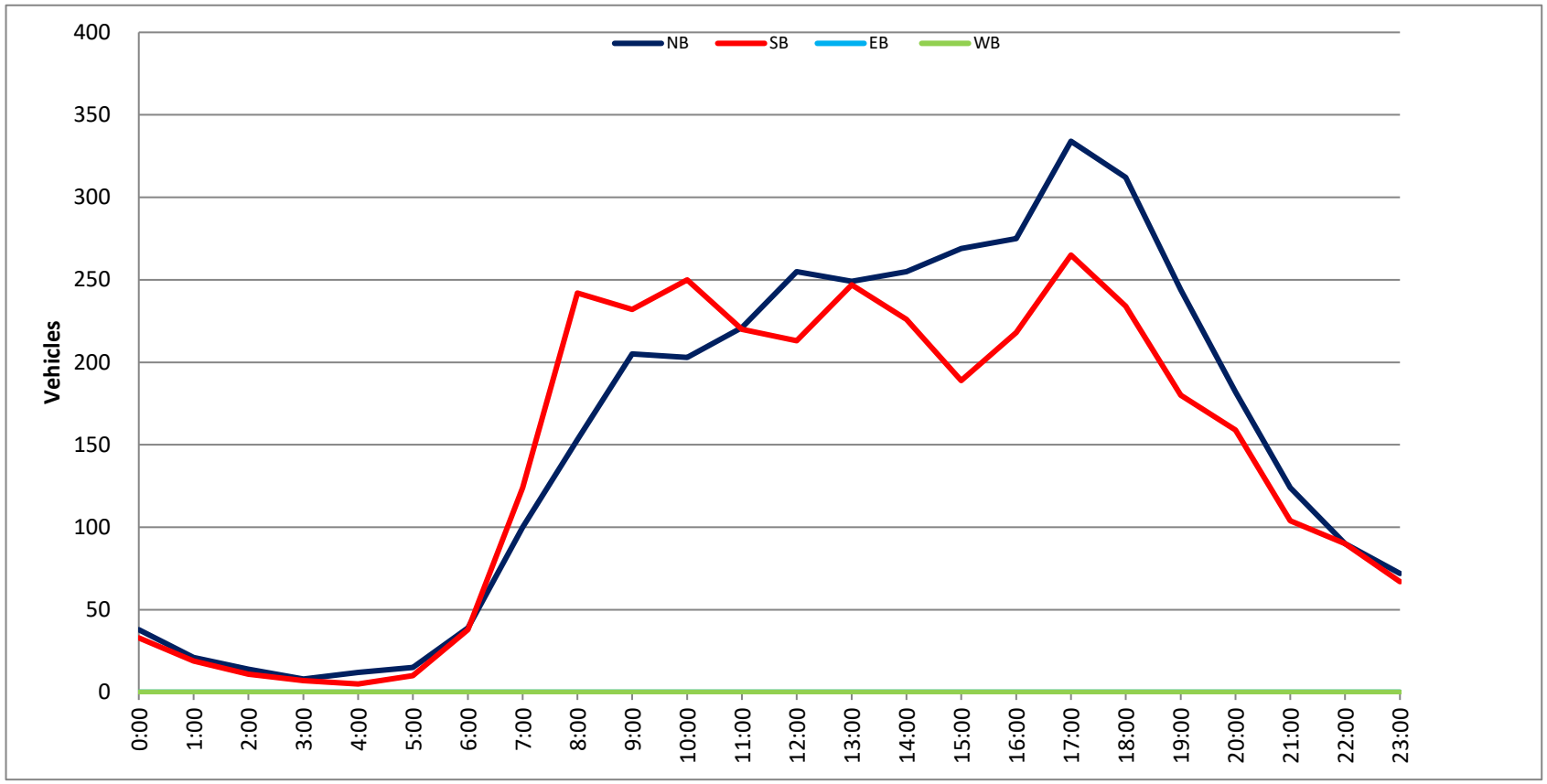
DAILY TOTALS	NB	SB	EB	WB	Total
	3,690	3,383	0	0	7,073

AM Peak Hour	11:30	8:15			**11:30**	**PM Peak Hour**	16:45	17:15			**17:00**
AM Pk Volume	258	254			**493**	**PM Pk Volume**	343	276			**599**
Pk Hr Factor	0.896	0.962			**0.868**	**Pk Hr Factor**	0.893	0.831			**0.954**
7 - 9 Volume	253	366	0	0	**619**	**4 - 6 Volume**	609	483	0	0	**1092**
7 - 9 Peak Hour	8:00	8:00			**8:00**	**4 - 6 Peak Hour**	16:45	17:00			**17:00**
7 - 9 Pk Volume	153	242	0	0	**395**	**4 - 6 Pk Volume**	343	265	0	0	**599**
Pk Hr Factor	0.832	0.917	0.000	0.000	**0.898**	**Pk Hr Factor**	0.893	0.798	0.000	0.000	**0.954**

Prepared by National Data & Surveying Services

Project #: CA23_020250_012 **City:** West Hollywood

Location: Gardner St Bet. Fountain Ave & Santa **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Holloway Dr Bet. Sunset Blvd & Santa Monica Blvd

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,138	8,316	18,454

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			41		39		80		**12:00**			135		130		265	
0:15			57		27		84		**12:15**			149		152		301	
0:30			39		23		62		**12:30**			130		135		265	
0:45			33	170	21	110	54	280	**12:45**			156	570	110	527	266	1097
1:00			25		13		38		**13:00**			156		122		278	
1:15			29		14		43		**13:15**			156		143		299	
1:30			23		13		36		**13:30**			154		118		272	
1:45			17	94	14	54	31	148	**13:45**			133	599	127	510	260	1109
2:00			16		7		23		**14:00**			154		97		251	
2:15			19		13		32		**14:15**			159		121		280	
2:30			14		11		25		**14:30**			191		119		310	
2:45			11	60	9	40	20	100	**14:45**			184	688	127	464	311	1152
3:00			8		4		12		**15:00**			189		98		287	
3:15			6		8		14		**15:15**			221		92		313	
3:30			4		5		9		**15:30**			213		112		325	
3:45			5	23	6	23	11	46	**15:45**			202	825	107	409	309	1234
4:00			11		8		19		**16:00**			203		105		308	
4:15			7		3		10		**16:15**			196		97		293	
4:30			4		6		10		**16:30**			214		98		312	
4:45			8	30	9	26	17	56	**16:45**			206	819	113	413	319	1232
5:00			18		7		25		**17:00**			251		110		361	
5:15			16		17		33		**17:15**			227		123		350	
5:30			17		17		34		**17:30**			248		93		341	
5:45			14	65	38	79	52	144	**17:45**			235	961	112	438	347	1399
6:00			27		45		72		**18:00**			225		105		330	
6:15			28		59		87		**18:15**			201		126		327	
6:30			42		89		131		**18:30**			219		102		321	
6:45			28	125	97	290	125	415	**18:45**			192	837	102	435	294	1272
7:00			55		104		159		**19:00**			219		119		338	
7:15			52		113		165		**19:15**			198		113		311	
7:30			72		141		213		**19:30**			179		118		297	
7:45			61	240	166	524	227	764	**19:45**			140	736	104	454	244	1190
8:00			88		160		248		**20:00**			130		104		234	
8:15			86		141		227		**20:15**			144		90		234	
8:30			100		179		279		**20:30**			113		86		199	
8:45			80	354	191	671	271	1025	**20:45**			92	479	82	362	174	841
9:00			111		179		290		**21:00**			110		92		202	
9:15			94		139		233		**21:15**			94		87		181	
9:30			129		152		281		**21:30**			81		83		164	
9:45			116	450	140	610	256	1060	**21:45**			106	391	99	361	205	752
10:00			124		125		249		**22:00**			87		75		162	
10:15			128		151		279		**22:15**			80		72		152	
10:30			118		139		257		**22:30**			77		78		155	
10:45			135	505	133	548	268	1053	**22:45**			86	330	58	283	144	613
11:00			121		109		230		**23:00**			77		56		133	
11:15			122		107		229		**23:15**			84		64		148	
11:30			127		107		234		**23:30**			62		57		119	
11:45			128	498	143	466	271	964	**23:45**			66	289	42	219	108	508
TOTALS				2614		3441		**6055**	**TOTALS**				7524		4875		**12399**
SPLIT %				43.2%		56.8%		**32.8%**	**SPLIT %**				60.7%		39.3%		**67.2%**

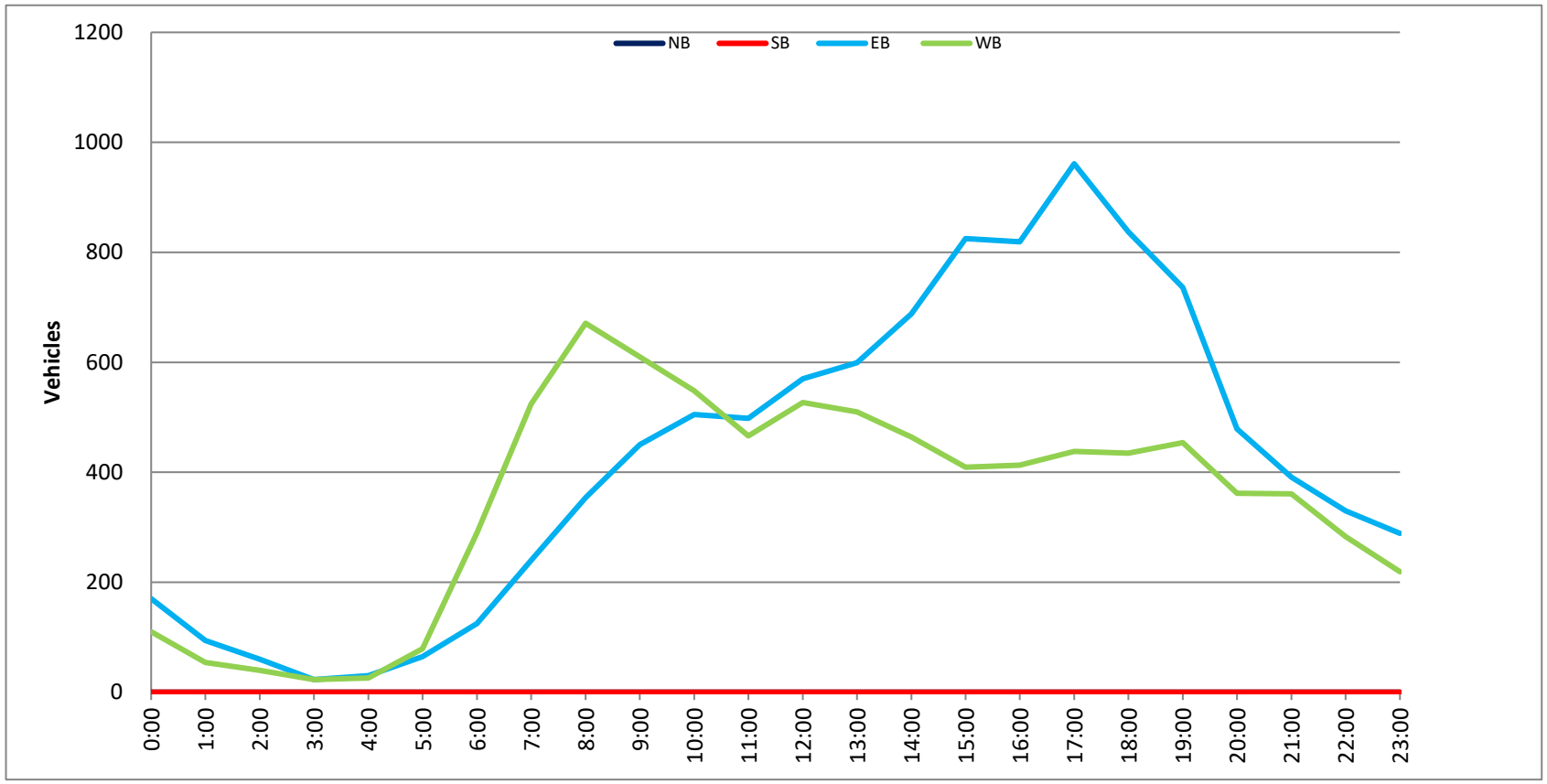
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,138	8,316	18,454

AM Peak Hour				11:45	8:15	**11:45**	**PM Peak Hour**				17:00	12:00	**17:00**
AM Pk Volume				542	690	**1102**	**PM Pk Volume**				961	527	**1399**
Pk Hr Factor				0.909	0.903	**0.915**	**Pk Hr Factor**				0.957	0.867	**0.969**
7 - 9 Volume	0	0		594	1195	**1789**	**4 - 6 Volume**	0	0		1780	851	**2631**
7 - 9 Peak Hour				8:00	8:00	**8:00**	**4 - 6 Peak Hour**				17:00	16:30	**17:00**
7 - 9 Pk Volume	0	0		354	671	**1025**	**4 - 6 Pk Volume**	0	0		961	444	**1399**
Pk Hr Factor	0.000	0.000		0.885	0.878	**0.918**	**Pk Hr Factor**	0.000	0.000		0.957	0.902	**0.969**

Prepared by National Data & Surveying Services

Project #: CA23_020250_013 **City:** West Hollywood

Location: Holloway Dr Bet. Sunset Blvd & Santa **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

La Brea Ave Bet. Fountain Ave & Romaine St

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_014

DAILY TOTALS	NB	SB	EB	WB	Total
	14,696	13,464	0	0	28,160

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	85		77						162		**12:00**	213		197						410	
0:15	79		69						148		**12:15**	190		236						426	
0:30	85		53						138		**12:30**	179		197						376	
0:45	53	302	43	242					96	544	**12:45**	216	798	231	861					447	1659
1:00	59		52						111		**13:00**	244		219						463	
1:15	39		49						88		**13:15**	220		242						462	
1:30	26		46						72		**13:30**	245		222						467	
1:45	30	154	37	184					67	338	**13:45**	211	920	228	911					439	1831
2:00	50		34						84		**14:00**	257		224						481	
2:15	32		27						59		**14:15**	237		258						495	
2:30	27		25						52		**14:30**	226		223						449	
2:45	16	125	23	109					39	234	**14:45**	227	947	246	951					473	1898
3:00	19		28						47		**15:00**	214		227						441	
3:15	19		24						43		**15:15**	261		204						465	
3:30	18		27						45		**15:30**	243		246						489	
3:45	10	66	21	100					31	166	**15:45**	268	986	228	905					496	1891
4:00	15		22						37		**16:00**	225		224						449	
4:15	16		18						34		**16:15**	281		263						544	
4:30	19		24						43		**16:30**	248		192						440	
4:45	32	82	27	91					59	173	**16:45**	338	1092	212	891					550	1983
5:00	26		40						66		**17:00**	294		246						540	
5:15	24		41						65		**17:15**	257		241						498	
5:30	40		60						100		**17:30**	247		235						482	
5:45	43	133	77	218					120	351	**17:45**	281	1079	246	968					527	2047
6:00	55		86						141		**18:00**	319		238						557	
6:15	51		119						170		**18:15**	285		238						523	
6:30	85		112						197		**18:30**	225		211						436	
6:45	76	267	122	439					198	706	**18:45**	251	1080	224	911					475	1991
7:00	108		139						247		**19:00**	282		209						491	
7:15	110		137						247		**19:15**	228		217						445	
7:30	118		100						218		**19:30**	230		203						433	
7:45	146	482	138	514					284	996	**19:45**	189	929	171	800					360	1729
8:00	116		135						251		**20:00**	200		172						372	
8:15	169		131						300		**20:15**	203		178						381	
8:30	129		129						258		**20:30**	185		173						358	
8:45	140	554	134	529					274	1083	**20:45**	184	772	171	694					355	1466
9:00	148		119						267		**21:00**	192		158						350	
9:15	179		130						309		**21:15**	202		169						371	
9:30	158		126						284		**21:30**	200		164						364	
9:45	181	666	147	522					328	1188	**21:45**	178	772	142	633					320	1405
10:00	175		112						287		**22:00**	166		152						318	
10:15	143		103						246		**22:15**	173		132						305	
10:30	147		97						244		**22:30**	150		134						284	
10:45	169	634	118	430					287	1064	**22:45**	136	625	107	525					243	1150
11:00	194		100						294		**23:00**	111		114						225	
11:15	192		129						321		**23:15**	98		94						192	
11:30	236		220						456		**23:30**	91		85						176	
11:45	221	843	209	658					430	1501	**23:45**	88	388	85	378					173	766
TOTALS		4308		4036						**8344**	**TOTALS**		10388		9428						**19816**
SPLIT %		51.6%		48.4%						**29.6%**	**SPLIT %**		52.4%		47.6%						**70.4%**

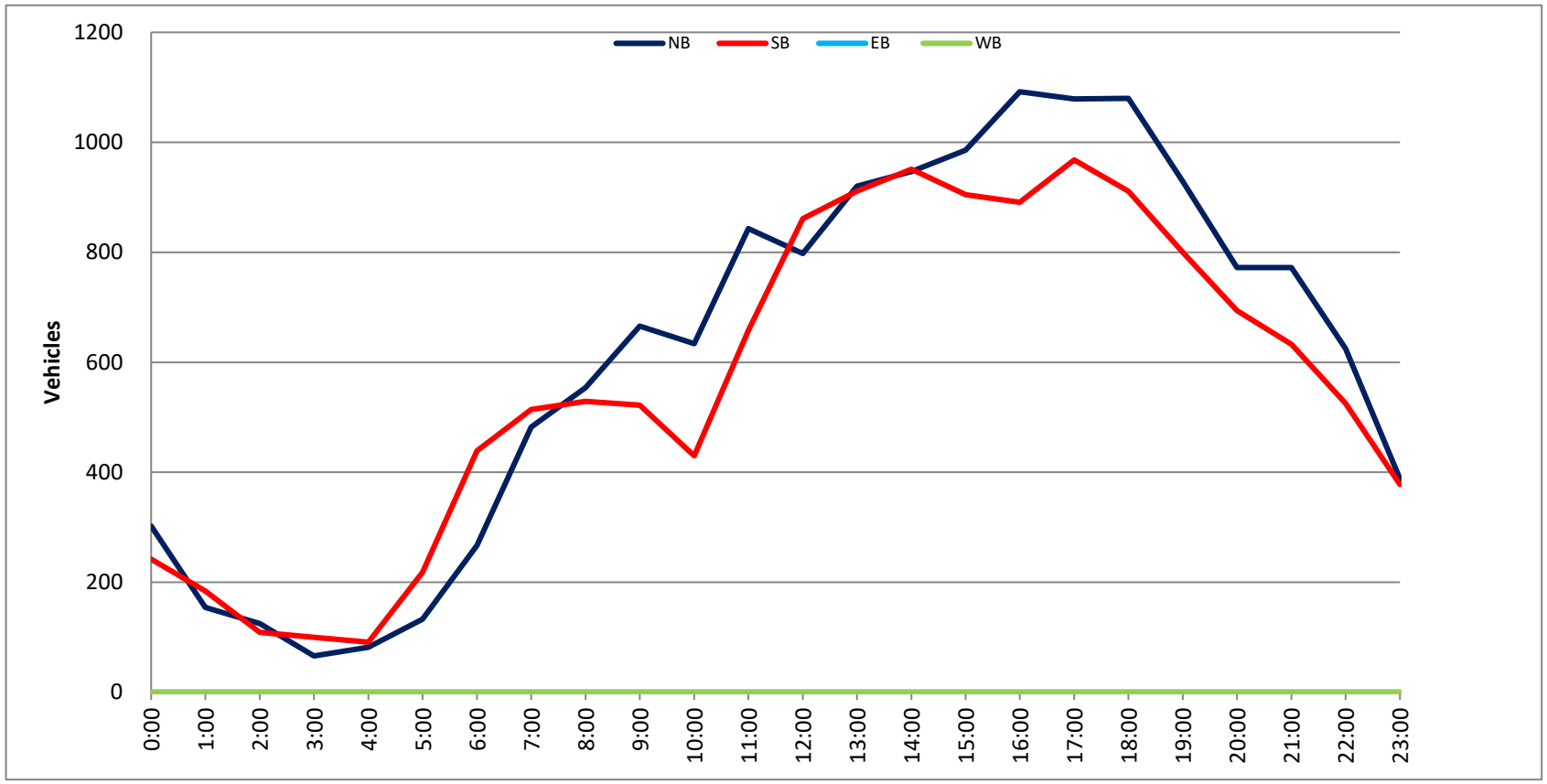
DAILY TOTALS	NB	SB	EB	WB	Total
	14,696	13,464	0	0	28,160

AM Peak Hour	11:15	11:30			**11:30**	**PM Peak Hour**	16:15	17:00			**17:30**
AM Pk Volume	862	862			**1722**	**PM Pk Volume**	1161	968			**2089**
Pk Hr Factor	0.913	0.913			**0.944**	**Pk Hr Factor**	0.859	0.984			**0.938**
7 - 9 Volume	1036	1043	0	0	**2079**	**4 - 6 Volume**	2171	1859	0	0	**4030**
7 - 9 Peak Hour	7:45	7:45			**7:45**	**4 - 6 Peak Hour**	16:15	17:00			**16:15**
7 - 9 Pk Volume	560	533	0	0	**1093**	**4 - 6 Pk Volume**	1161	968	0	0	**2074**
Pk Hr Factor	0.828	0.966	0.000	0.000	**0.911**	**Pk Hr Factor**	0.859	0.984	0.000	0.000	**0.943**

Prepared by National Data & Surveying Services

Project #: CA23_020250_014 **City:** West Hollywood

Location: La Brea Ave Bet. Fountain Ave & Romaine **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

La Cienega Blvd Bet. Sunset Blvd & Romaine St

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_015

DAILY TOTALS	NB	SB	EB	WB	Total
	18,861	19,538	0	0	38,399

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	78		68				146		**12:00**	268		293				561	
0:15	88		76				164		**12:15**	272		299				571	
0:30	63		65				128		**12:30**	241		244				485	
0:45	49	278	58	267			107	545	**12:45**	279	1060	247	1083			526	2143
1:00	81		42				123		**13:00**	295		282				577	
1:15	39		36				75		**13:15**	274		294				568	
1:30	42		42				84		**13:30**	279		259				538	
1:45	38	200	36	156			74	356	**13:45**	281	1129	278	1113			559	2242
2:00	33		20				53		**14:00**	316		249				565	
2:15	39		18				57		**14:15**	283		284				567	
2:30	18		17				35		**14:30**	327		244				571	
2:45	15	105	20	75			35	180	**14:45**	319	1245	266	1043			585	2288
3:00	13		10				23		**15:00**	290		254				544	
3:15	8		20				28		**15:15**	379		285				664	
3:30	11		21				32		**15:30**	323		260				583	
3:45	16	48	13	64			29	112	**15:45**	360	1352	237	1036			597	2388
4:00	13		24				37		**16:00**	360		244				604	
4:15	11		11				22		**16:15**	364		260				624	
4:30	10		36				46		**16:30**	390		301				691	
4:45	17	51	46	117			63	168	**16:45**	383	1497	270	1075			653	2572
5:00	22		35				57		**17:00**	435		264				699	
5:15	21		64				85		**17:15**	422		292				714	
5:30	26		83				109		**17:30**	408		262				670	
5:45	36	105	103	285			139	390	**17:45**	386	1651	298	1116			684	2767
6:00	47		141				188		**18:00**	429		304				733	
6:15	66		217				283		**18:15**	358		299				657	
6:30	82		258				340		**18:30**	438		277				715	
6:45	102	297	330	946			432	1243	**18:45**	317	1542	275	1155			592	2697
7:00	90		332				422		**19:00**	342		288				630	
7:15	127		354				481		**19:15**	348		260				608	
7:30	141		300				441		**19:30**	268		255				523	
7:45	160	518	339	1325			499	1843	**19:45**	282	1240	229	1032			511	2272
8:00	166		347				513		**20:00**	266		226				492	
8:15	172		336				508		**20:15**	254		191				445	
8:30	200		332				532		**20:30**	262		212				474	
8:45	198	736	356	1371			554	2107	**20:45**	207	989	191	820			398	1809
9:00	162		345				507		**21:00**	225		181				406	
9:15	214		346				560		**21:15**	182		179				361	
9:30	211		321				532		**21:30**	203		192				395	
9:45	239	826	349	1361			588	2187	**21:45**	219	829	192	744			411	1573
10:00	216		280				496		**22:00**	203		167				370	
10:15	210		302				512		**22:15**	163		153				316	
10:30	233		285				518		**22:30**	181		155				336	
10:45	226	885	260	1127			486	2012	**22:45**	159	706	136	611			295	1317
11:00	235		248				483		**23:00**	144		146				290	
11:15	277		294				571		**23:15**	156		130				286	
11:30	240		293				533		**23:30**	135		101				236	
11:45	279	1031	301	1136			580	2167	**23:45**	106	541	103	480			209	1021
TOTALS		5080		8230				**13310**	**TOTALS**		13781		11308				**25089**
SPLIT %		38.2%		61.8%				**34.7%**	**SPLIT %**		54.9%		45.1%				**65.3%**

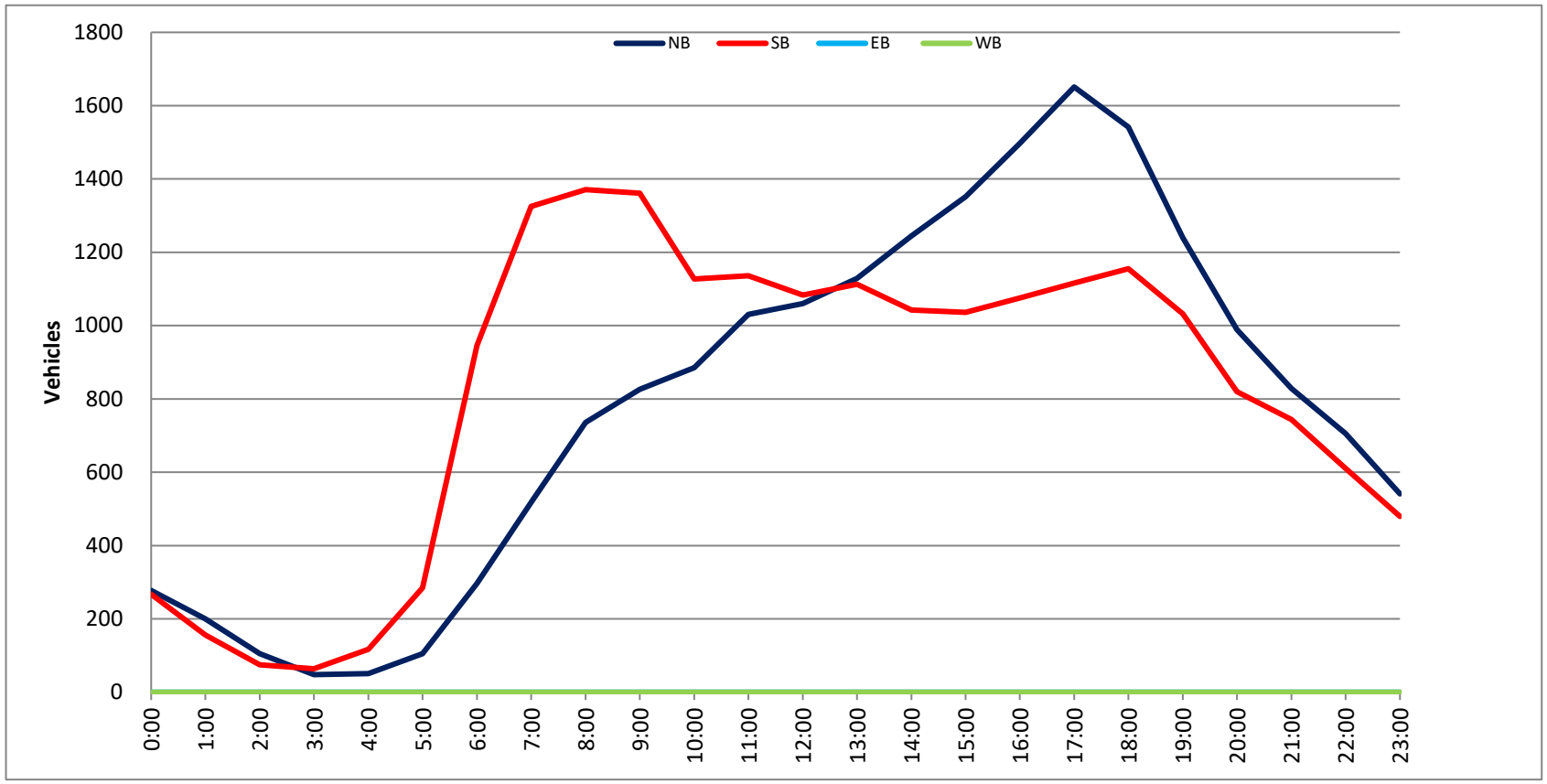
DAILY TOTALS	NB	SB	EB	WB	Total
	18,861	19,538	0	0	38,399

AM Peak Hour	11:15		8:30					**11:15**	**PM Peak Hour**	17:00		17:45					**17:15**
AM Pk Volume	1064		1379					**2245**	**PM Pk Volume**	1651		1178					**2801**
Pk Hr Factor	0.953		0.968					**0.968**	**Pk Hr Factor**	0.949		0.969					**0.955**
7 - 9 Volume	1254		2696		0	0		**3950**	**4 - 6 Volume**	3148		2191		0	0		**5339**
7 - 9 Peak Hour	8:00		8:00					**8:00**	**4 - 6 Peak Hour**	17:00		16:30					**17:00**
7 - 9 Pk Volume	736		1371		0	0		**2107**	**4 - 6 Pk Volume**	1651		1127		0	0		**2767**
Pk Hr Factor	0.920		0.963		0.000	0.000		**0.951**	**Pk Hr Factor**	0.949		0.936		0.000	0.000		**0.969**

Prepared by National Data & Surveying Services

Project #: CA23_020250_015 **City:** West Hollywood

Location: La Cienega Blvd Bet. Sunset Blvd & **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

La Cienega Blvd Bet. Melrose Pl & Rosewood Ave

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_016

DAILY TOTALS	NB	SB	EB	WB	Total
	20,319	19,412	0	0	39,731

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	84		90				174		**12:00**	294		318				612	
0:15	75		65				140		**12:15**	314		294				608	
0:30	61		75				136		**12:30**	287		285				572	
0:45	60	280	61	291			121	571	**12:45**	321	1216	258	1155			579	2371
1:00	59		51				110		**13:00**	300		297				597	
1:15	37		53				90		**13:15**	294		309				603	
1:30	35		33				68		**13:30**	343		296				639	
1:45	37	168	51	188			88	356	**13:45**	317	1254	277	1179			594	2433
2:00	34		27				61		**14:00**	337		267				604	
2:15	28		30				58		**14:15**	343		246				589	
2:30	27		19				46		**14:30**	373		247				620	
2:45	18	107	23	99			41	206	**14:45**	363	1416	242	1002			605	2418
3:00	16		22				38		**15:00**	363		247				610	
3:15	14		18				32		**15:15**	403		259				662	
3:30	13		22				35		**15:30**	393		271				664	
3:45	21	64	16	78			37	142	**15:45**	384	1543	250	1027			634	2570
4:00	14		23				37		**16:00**	399		299				698	
4:15	13		24				37		**16:15**	382		261				643	
4:30	19		27				46		**16:30**	361		301				662	
4:45	19	65	44	118			63	183	**16:45**	425	1567	247	1108			672	2675
5:00	25		39				64		**17:00**	390		276				666	
5:15	32		60				92		**17:15**	395		299				694	
5:30	39		70				109		**17:30**	411		305				716	
5:45	60	156	111	280			171	436	**17:45**	383	1579	294	1174			677	2753
6:00	82		129				211		**18:00**	416		360				776	
6:15	73		145				218		**18:15**	386		263				649	
6:30	78		232				310		**18:30**	337		288				625	
6:45	134	367	264	770			398	1137	**18:45**	336	1475	248	1159			584	2634
7:00	115		317				432		**19:00**	355		300				655	
7:15	134		308				442		**19:15**	333		244				577	
7:30	155		317				472		**19:30**	305		225				530	
7:45	202	606	331	1273			533	1879	**19:45**	253	1246	195	964			448	2210
8:00	191		332				523		**20:00**	259		203				462	
8:15	189		288				477		**20:15**	253		186				439	
8:30	238		329				567		**20:30**	241		192				433	
8:45	234	852	260	1209			494	2061	**20:45**	224	977	169	750			393	1727
9:00	214		345				559		**21:00**	227		183				410	
9:15	245		282				527		**21:15**	229		176				405	
9:30	258		312				570		**21:30**	224		206				430	
9:45	263	980	292	1231			555	2211	**21:45**	226	906	207	772			433	1678
10:00	284		278				562		**22:00**	188		159				347	
10:15	269		283				552		**22:15**	168		171				339	
10:30	256		335				591		**22:30**	159		178				337	
10:45	302	1111	312	1208			614	2319	**22:45**	155	670	135	643			290	1313
11:00	295		293				588		**23:00**	134		155				289	
11:15	305		310				615		**23:15**	138		127				265	
11:30	313		318				631		**23:30**	134		134				268	
11:45	280	1193	287	1208			567	2401	**23:45**	115	521	110	526			225	1047
TOTALS		5949		7953				**13902**	**TOTALS**		14370		11459				**25829**
SPLIT %		42.8%		57.2%				**35.0%**	**SPLIT %**		55.6%		44.4%				**65.0%**

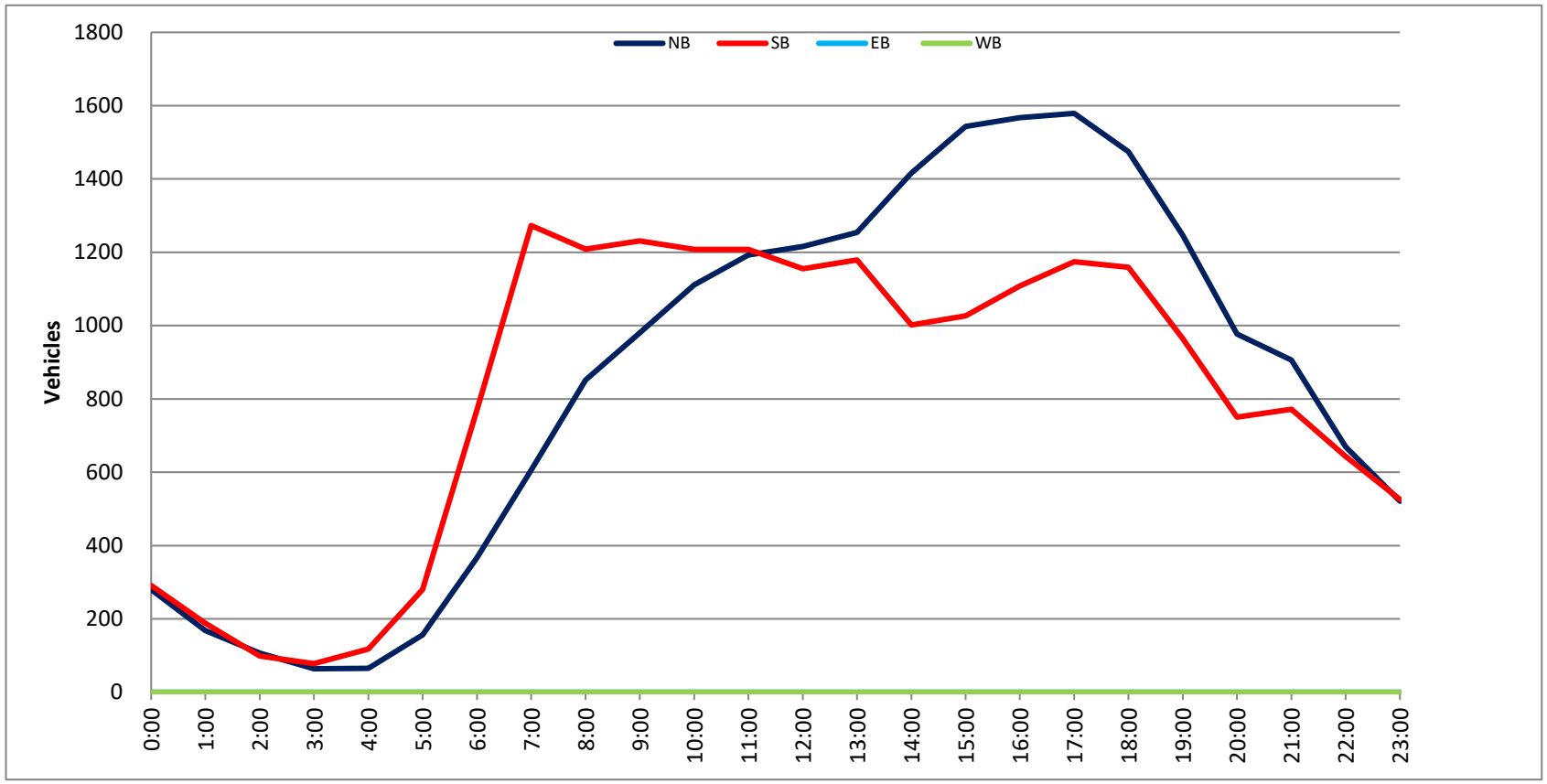
DAILY TOTALS	NB	SB	EB	WB	Total
	20,319	19,412	0	0	39,731

AM Peak Hour	10:45		7:15					**10:45**	**PM Peak Hour**	16:45		17:15					**17:15**
AM Pk Volume	1215		1288					**2448**	**PM Pk Volume**	1621		1258					**2863**
Pk Hr Factor	0.970		0.970					**0.970**	**Pk Hr Factor**	0.954		0.874					**0.922**
7 - 9 Volume	1458		2482		0	0		**3940**	**4 - 6 Volume**	3146		2282		0	0		**5428**
7 - 9 Peak Hour	8:00		7:15					**7:45**	**4 - 6 Peak Hour**	16:45		17:00					**17:00**
7 - 9 Pk Volume	852		1288		0	0		**2100**	**4 - 6 Pk Volume**	1621		1174		0	0		**2753**
Pk Hr Factor	0.895		0.970		0.000	0.000		**0.926**	**Pk Hr Factor**	0.954		0.962		0.000	0.000		**0.961**

Prepared by National Data & Surveying Services

Project #: CA23_020250_016 **City:** West Hollywood

Location: La Cienega Blvd Bet. Melrose Pl & **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Melrose Ave Bet. Doheny Dr & East City Limit

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,536	6,247	12,783

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			18		20		38		**12:00**			93		110		203	
0:15			31		13		44		**12:15**			103		88		191	
0:30			14		13		27		**12:30**			108		95		203	
0:45			17	80	13	59	30	139	**12:45**			112	416	94	387	206	803
1:00			12		10		22		**13:00**			98		79		177	
1:15			10		14		24		**13:15**			94		86		180	
1:30			11		9		20		**13:30**			90		111		201	
1:45			18	51	5	38	23	89	**13:45**			93	375	102	378	195	753
2:00			11		4		15		**14:00**			116		120		236	
2:15			6		7		13		**14:15**			94		113		207	
2:30			11		7		18		**14:30**			103		69		172	
2:45			9	37	1	19	10	56	**14:45**			113	426	103	405	216	831
3:00			1		1		2		**15:00**			124		120		244	
3:15			2		2		4		**15:15**			104		86		190	
3:30			2		0		2		**15:30**			108		84		192	
3:45			3	8	3	6	6	14	**15:45**			124	460	94	384	218	844
4:00			4		2		6		**16:00**			141		103		244	
4:15			2		0		2		**16:15**			121		98		219	
4:30			2		3		5		**16:30**			131		112		243	
4:45			3	11	1	6	4	17	**16:45**			135	528	90	403	225	931
5:00			5		7		12		**17:00**			143		109		252	
5:15			8		9		17		**17:15**			124		109		233	
5:30			4		22		26		**17:30**			145		112		257	
5:45			8	25	27	65	35	90	**17:45**			117	529	99	429	216	958
6:00			16		20		36		**18:00**			115		105		220	
6:15			14		25		39		**18:15**			125		104		229	
6:30			23		37		60		**18:30**			130		105		235	
6:45			28	81	53	135	81	216	**18:45**			126	496	88	402	214	898
7:00			24		74		98		**19:00**			110		110		220	
7:15			28		70		98		**19:15**			121		93		214	
7:30			41		81		122		**19:30**			119		82		201	
7:45			47	140	77	302	124	442	**19:45**			83	433	76	361	159	794
8:00			52		114		166		**20:00**			102		73		175	
8:15			52		90		142		**20:15**			93		61		154	
8:30			86		109		195		**20:30**			74		60		134	
8:45			96	286	125	438	221	724	**20:45**			101	370	76	270	177	640
9:00			98		122		220		**21:00**			84		55		139	
9:15			81		115		196		**21:15**			94		73		167	
9:30			85		89		174		**21:30**			98		65		163	
9:45			95	359	98	424	193	783	**21:45**			75	351	74	267	149	618
10:00			100		99		199		**22:00**			49		68		117	
10:15			77		89		166		**22:15**			80		54		134	
10:30			80		96		176		**22:30**			41		40		81	
10:45			81	338	85	369	166	707	**22:45**			45	215	48	210	93	425
11:00			92		80		172		**23:00**			41		38		79	
11:15			95		82		177		**23:15**			31		35		66	
11:30			98		93		191		**23:30**			34		36		70	
11:45			97	382	93	348	190	730	**23:45**			33	139	33	142	66	281
TOTALS				1798		2209		**4007**	**TOTALS**				4738		4038		**8776**
SPLIT %				44.9%		55.1%		**31.3%**	**SPLIT %**				54.0%		46.0%		**68.7%**

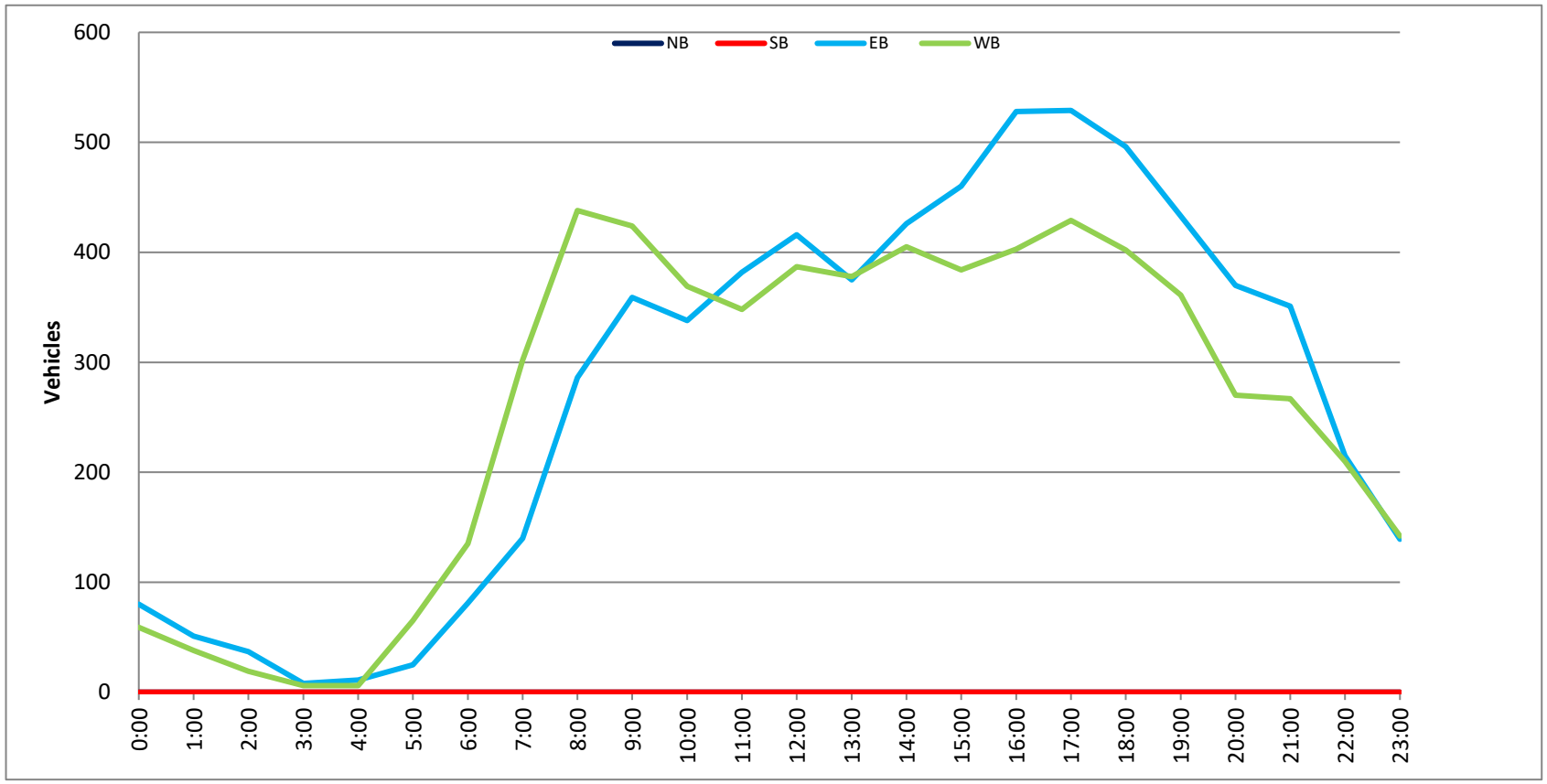
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,536	6,247	12,783

AM Peak Hour			11:45	8:30	**8:30**	**PM Peak Hour**			16:45	13:30	**16:45**
AM Pk Volume			401	471	**832**	**PM Pk Volume**			547	446	**967**
Pk Hr Factor			0.928	0.942	**0.941**	**Pk Hr Factor**			0.943	0.929	**0.941**
7 - 9 Volume	0	0	426	740	**1166**	**4 - 6 Volume**	0	0	1057	832	**1889**
7 - 9 Peak Hour			8:00	8:00	**8:00**	**4 - 6 Peak Hour**			16:45	17:00	**16:45**
7 - 9 Pk Volume	0	0	286	438	**724**	**4 - 6 Pk Volume**	0	0	547	429	**967**
Pk Hr Factor	0.000	0.000	0.745	0.876	**0.819**	**Pk Hr Factor**	0.000	0.000	0.943	0.958	**0.941**

Prepared by National Data & Surveying Services

Project #: CA23_020250_017 **City:** West Hollywood

Location: Melrose Ave Bet. Doheny Dr & East City **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Robertson Blvd Bet. Santa Monica Blvd & South City Limit

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_018

DAILY TOTALS	NB	SB	EB	WB	Total
	6,697	6,888	0	0	13,585

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	12		32				44		**12:00**	102		112				214	
0:15	17		20				37		**12:15**	104		101				205	
0:30	12		21				33		**12:30**	103		106				209	
0:45	9	50	15	88			24	138	**12:45**	120	429	96	415			216	844
1:00	8		10				18		**13:00**	110		109				219	
1:15	6		6				12		**13:15**	106		96				202	
1:30	6		13				19		**13:30**	87		108				195	
1:45	7	27	9	38			16	65	**13:45**	120	423	97	410			217	833
2:00	11		7				18		**14:00**	129		123				252	
2:15	10		8				18		**14:15**	121		95				216	
2:30	4		5				9		**14:30**	121		107				228	
2:45	2	27	5	25			7	52	**14:45**	130	501	109	434			239	935
3:00	1		1				2		**15:00**	119		144				263	
3:15	3		2				5		**15:15**	114		89				203	
3:30	3		3				6		**15:30**	107		105				212	
3:45	2	9	2	8			4	17	**15:45**	131	471	100	438			231	909
4:00	4		2				6		**16:00**	142		108				250	
4:15	2		2				4		**16:15**	133		94				227	
4:30	0		3				3		**16:30**	148		118				266	
4:45	4	10	6	13			10	23	**16:45**	142	565	97	417			239	982
5:00	8		6				14		**17:00**	139		110				249	
5:15	10		12				22		**17:15**	140		134				274	
5:30	7		16				23		**17:30**	157		115				272	
5:45	16	41	19	53			35	94	**17:45**	140	576	118	477			258	1053
6:00	18		20				38		**18:00**	134		121				255	
6:15	23		29				52		**18:15**	121		108				229	
6:30	28		46				74		**18:30**	128		99				227	
6:45	38	107	72	167			110	274	**18:45**	122	505	91	419			213	924
7:00	48		73				121		**19:00**	102		104				206	
7:15	44		83				127		**19:15**	103		106				209	
7:30	52		95				147		**19:30**	110		80				190	
7:45	59	203	101	352			160	555	**19:45**	89	404	74	364			163	768
8:00	76		124				200		**20:00**	81		95				176	
8:15	77		116				193		**20:15**	92		66				158	
8:30	96		124				220		**20:30**	83		68				151	
8:45	76	325	134	498			210	823	**20:45**	87	343	65	294			152	637
9:00	94		153				247		**21:00**	73		73				146	
9:15	100		114				214		**21:15**	78		68				146	
9:30	86		131				217		**21:30**	73		79				152	
9:45	84	364	120	518			204	882	**21:45**	66	290	62	282			128	572
10:00	103		102				205		**22:00**	53		67				120	
10:15	83		106				189		**22:15**	50		57				107	
10:30	80		112				192		**22:30**	40		44				84	
10:45	93	359	95	415			188	774	**22:45**	34	177	55	223			89	400
11:00	99		102				201		**23:00**	26		45				71	
11:15	99		105				204		**23:15**	26		37				63	
11:30	95		101				196		**23:30**	26		29				55	
11:45	95	388	99	407			194	795	**23:45**	25	103	22	133			47	236
TOTALS		1910		2582				**4492**	**TOTALS**		4787		4306				**9093**
SPLIT %		42.5%		57.5%				**33.1%**	**SPLIT %**		52.6%		47.4%				**66.9%**

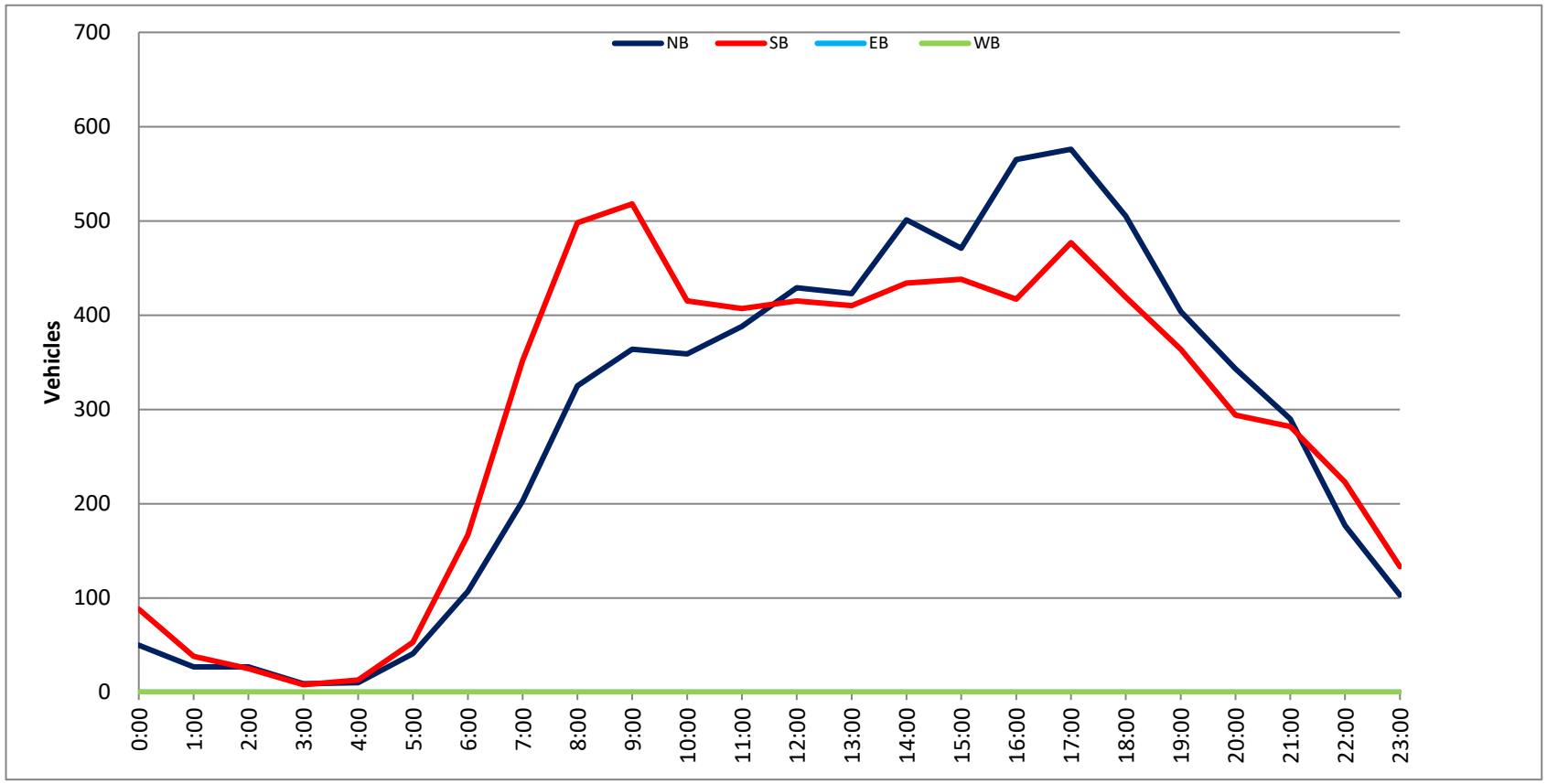
DAILY TOTALS	NB	SB	EB	WB	Total
	6,697	6,888	0	0	13,585

AM Peak Hour	11:45		8:45					**8:30**	**PM Peak Hour**	16:45		17:15					**17:15**
AM Pk Volume	404		532					**891**	**PM Pk Volume**	578		488					**1059**
Pk Hr Factor	0.971		0.869					**0.902**	**Pk Hr Factor**	0.920		0.910					**0.966**
7 - 9 Volume	528		850		0	0		**1378**	**4 - 6 Volume**	1141		894		0	0		**2035**
7 - 9 Peak Hour	8:00		8:00					**8:00**	**4 - 6 Peak Hour**	16:45		17:00					**17:00**
7 - 9 Pk Volume	325		498		0	0		**823**	**4 - 6 Pk Volume**	578		477		0	0		**1053**
Pk Hr Factor	0.846		0.929		0.000	0.000		**0.935**	**Pk Hr Factor**	0.920		0.890		0.000	0.000		**0.961**

Prepared by National Data & Surveying Services

Project #: CA23_020250_018 **City:** West Hollywood

Location: Robertson Blvd Bet. Santa Monica Blvd & **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

San Vicente Blvd Bet. Sunset Blvd & Santa Monica Blvd

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_019

DAILY TOTALS	NB	SB	EB	WB	Total
	8,222	6,863	0	0	15,085

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	30		33				63		**12:00**	103		104				207	
0:15	33		42				75		**12:15**	106		112				218	
0:30	30		19				49		**12:30**	130		95				225	
0:45	21	114	32	126			53	240	**12:45**	117	456	105	416			222	872
1:00	15		31				46		**13:00**	127		124				251	
1:15	20		24				44		**13:15**	103		103				206	
1:30	24		22				46		**13:30**	127		107				234	
1:45	19	78	22	99			41	177	**13:45**	110	467	110	444			220	911
2:00	15		30				45		**14:00**	131		136				267	
2:15	20		14				34		**14:15**	153		121				274	
2:30	10		14				24		**14:30**	120		113				233	
2:45	6	51	13	71			19	122	**14:45**	120	524	115	485			235	1009
3:00	12		9				21		**15:00**	142		103				245	
3:15	7		3				10		**15:15**	160		117				277	
3:30	8		7				15		**15:30**	132		136				268	
3:45	7	34	5	24			12	58	**15:45**	163	597	111	467			274	1064
4:00	14		6				20		**16:00**	133		120				253	
4:15	4		9				13		**16:15**	140		146				286	
4:30	8		5				13		**16:30**	138		101				239	
4:45	10	36	5	25			15	61	**16:45**	170	581	116	483			286	1064
5:00	20		17				37		**17:00**	141		93				234	
5:15	14		13				27		**17:15**	152		118				270	
5:30	25		13				38		**17:30**	157		114				271	
5:45	31	90	28	71			59	161	**17:45**	165	615	90	415			255	1030
6:00	34		32				66		**18:00**	136		99				235	
6:15	49		32				81		**18:15**	130		121				251	
6:30	66		32				98		**18:30**	143		87				230	
6:45	89	238	55	151			144	389	**18:45**	120	529	102	409			222	938
7:00	76		43				119		**19:00**	120		96				216	
7:15	88		42				130		**19:15**	128		96				224	
7:30	104		51				155		**19:30**	119		107				226	
7:45	98	366	84	220			182	586	**19:45**	104	471	77	376			181	847
8:00	106		78				184		**20:00**	107		69				176	
8:15	108		92				200		**20:15**	81		70				151	
8:30	127		87				214		**20:30**	103		66				169	
8:45	118	459	88	345			206	804	**20:45**	102	393	82	287			184	680
9:00	129		96				225		**21:00**	78		62				140	
9:15	106		107				213		**21:15**	63		67				130	
9:30	136		108				244		**21:30**	93		68				161	
9:45	114	485	123	434			237	919	**21:45**	69	303	89	286			158	589
10:00	120		93				213		**22:00**	81		55				136	
10:15	86		96				182		**22:15**	58		66				124	
10:30	115		96				211		**22:30**	64		69				133	
10:45	107	428	116	401			223	829	**22:45**	74	277	54	244			128	521
11:00	119		110				229		**23:00**	46		61				107	
11:15	100		96				196		**23:15**	54		46				100	
11:30	93		94				187		**23:30**	44		46				90	
11:45	132	444	99	399			231	843	**23:45**	42	186	32	185			74	371
TOTALS		2823		2366				**5189**	**TOTALS**		5399		4497				**9896**
SPLIT %		54.4%		45.6%				**34.4%**	**SPLIT %**		54.6%		45.4%				**65.6%**

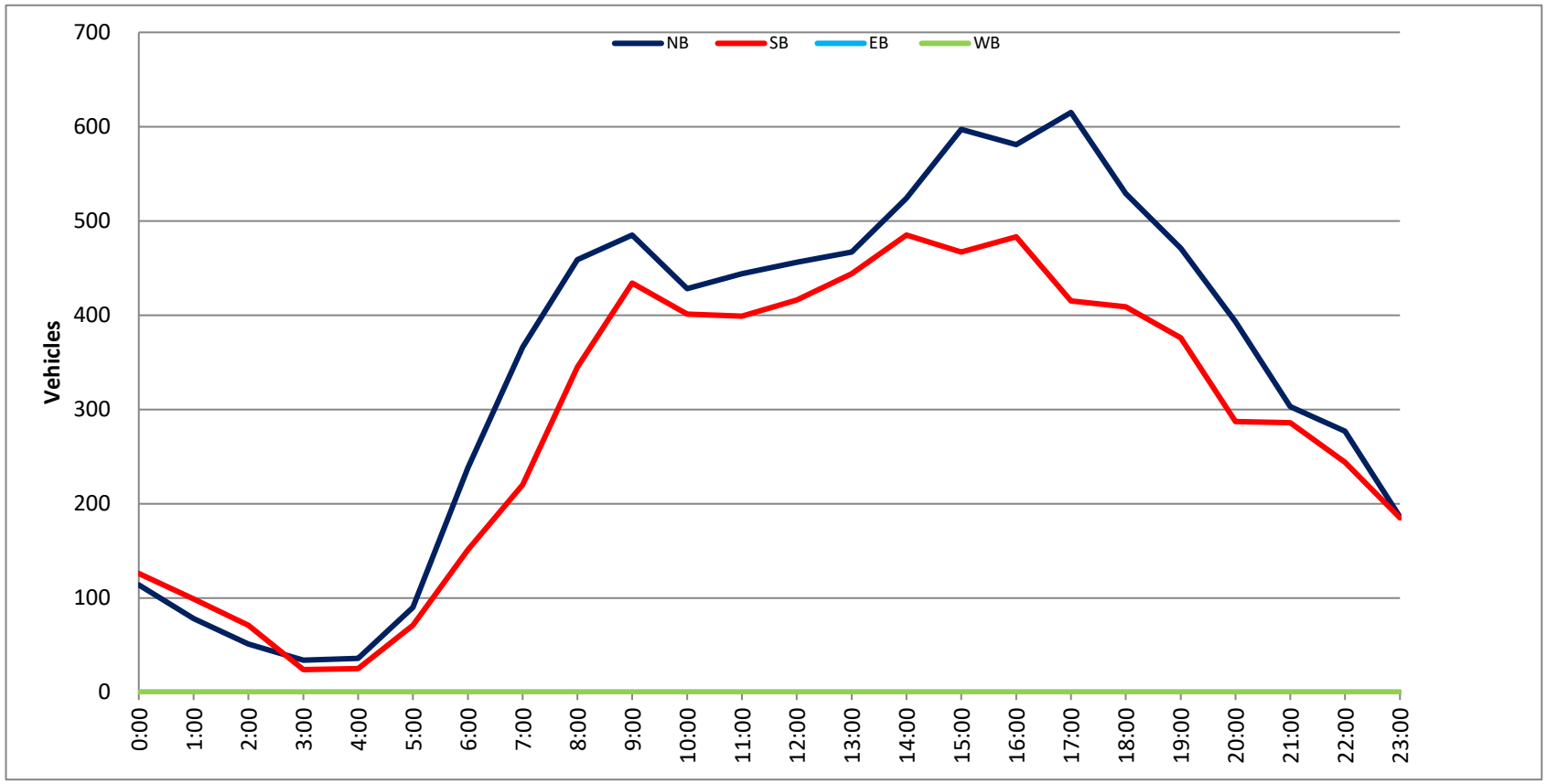
DAILY TOTALS	NB	SB	EB	WB	Total
	8,222	6,863	0	0	15,085

AM Peak Hour	8:45	9:00					**9:00**	**PM Peak Hour**	16:45	15:30					**15:30**
AM Pk Volume	489	434					**919**	**PM Pk Volume**	620	513					**1081**
Pk Hr Factor	0.899	0.882					**0.942**	**Pk Hr Factor**	0.912	0.878					**0.945**
7 - 9 Volume	825	565	0	0			**1390**	**4 - 6 Volume**	1196	898	0	0			**2094**
7 - 9 Peak Hour	8:00	8:00					**8:00**	**4 - 6 Peak Hour**	16:45	16:00					**16:00**
7 - 9 Pk Volume	459	345	0	0			**804**	**4 - 6 Pk Volume**	620	483	0	0			**1064**
Pk Hr Factor	0.904	0.938	0.000	0.000			**0.939**	**Pk Hr Factor**	0.912	0.827	0.000	0.000			**0.930**

Prepared by National Data & Surveying Services

Project #: CA23_020250_019 **City:** West Hollywood

Location: San Vicente Blvd Bet. Sunset Blvd & Santa **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

San Vicente Blvd Bet. Santa Monica Blvd & Beverly Blvd

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_020

DAILY TOTALS	NB	SB	EB	WB	Total
	10,488	8,561	0	0	19,049

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	37		35						72		**12:00**	141		126						267	
0:15	38		38						76		**12:15**	151		141						292	
0:30	40		28						68		**12:30**	156		135						291	
0:45	31	146	28	129					59	275	**12:45**	154	602	142	544					296	1146
1:00	28		26						54		**13:00**	167		128						295	
1:15	24		27						51		**13:15**	141		137						278	
1:30	30		24						54		**13:30**	150		127						277	
1:45	16	98	27	104					43	202	**13:45**	153	611	147	539					300	1150
2:00	17		35						52		**14:00**	152		152						304	
2:15	22		20						42		**14:15**	178		148						326	
2:30	22		17						39		**14:30**	146		138						284	
2:45	5	66	5	77					10	143	**14:45**	157	633	145	583					302	1216
3:00	16		8						24		**15:00**	162		135						297	
3:15	12		4						16		**15:15**	200		133						333	
3:30	11		7						18		**15:30**	158		145						303	
3:45	27	66	5	24					32	90	**15:45**	204	724	147	560					351	1284
4:00	20		9						29		**16:00**	160		141						301	
4:15	22		7						29		**16:15**	184		147						331	
4:30	22		7						29		**16:30**	194		136						330	
4:45	29	93	9	32					38	125	**16:45**	204	742	143	567					347	1309
5:00	44		18						62		**17:00**	201		112						313	
5:15	38		19						57		**17:15**	213		131						344	
5:30	44		27						71		**17:30**	212		140						352	
5:45	46	172	34	98					80	270	**17:45**	225	851	108	491					333	1342
6:00	42		43						85		**18:00**	174		122						296	
6:15	71		43						114		**18:15**	197		144						341	
6:30	90		44						134		**18:30**	186		121						307	
6:45	101	304	81	211					182	515	**18:45**	166	723	133	520					299	1243
7:00	92		72						164		**19:00**	146		113						259	
7:15	109		77						186		**19:15**	159		131						290	
7:30	115		78						193		**19:30**	158		114						272	
7:45	117	433	98	325					215	758	**19:45**	134	597	92	450					226	1047
8:00	111		101						212		**20:00**	120		93						213	
8:15	119		118						237		**20:15**	112		69						181	
8:30	145		119						264		**20:30**	121		78						199	
8:45	146	521	143	481					289	1002	**20:45**	114	467	98	338					212	805
9:00	141		147						288		**21:00**	107		89						196	
9:15	125		128						253		**21:15**	102		84						186	
9:30	148		141						289		**21:30**	120		88						208	
9:45	138	552	172	588					310	1140	**21:45**	95	424	113	374					208	798
10:00	145		119						264		**22:00**	105		68						173	
10:15	116		114						230		**22:15**	57		77						134	
10:30	141		121						262		**22:30**	76		84						160	
10:45	128	530	139	493					267	1023	**22:45**	92	330	71	300					163	630
11:00	144		127						271		**23:00**	63		67						130	
11:15	142		116						258		**23:15**	58		62						120	
11:30	119		122						241		**23:30**	59		60						119	
11:45	163	568	136	501					299	1069	**23:45**	55	235	43	232					98	467
TOTALS		3549		3063						**6612**	**TOTALS**		6939		5498						**12437**
SPLIT %		53.7%		46.3%						**34.7%**	**SPLIT %**		55.8%		44.2%						**65.3%**

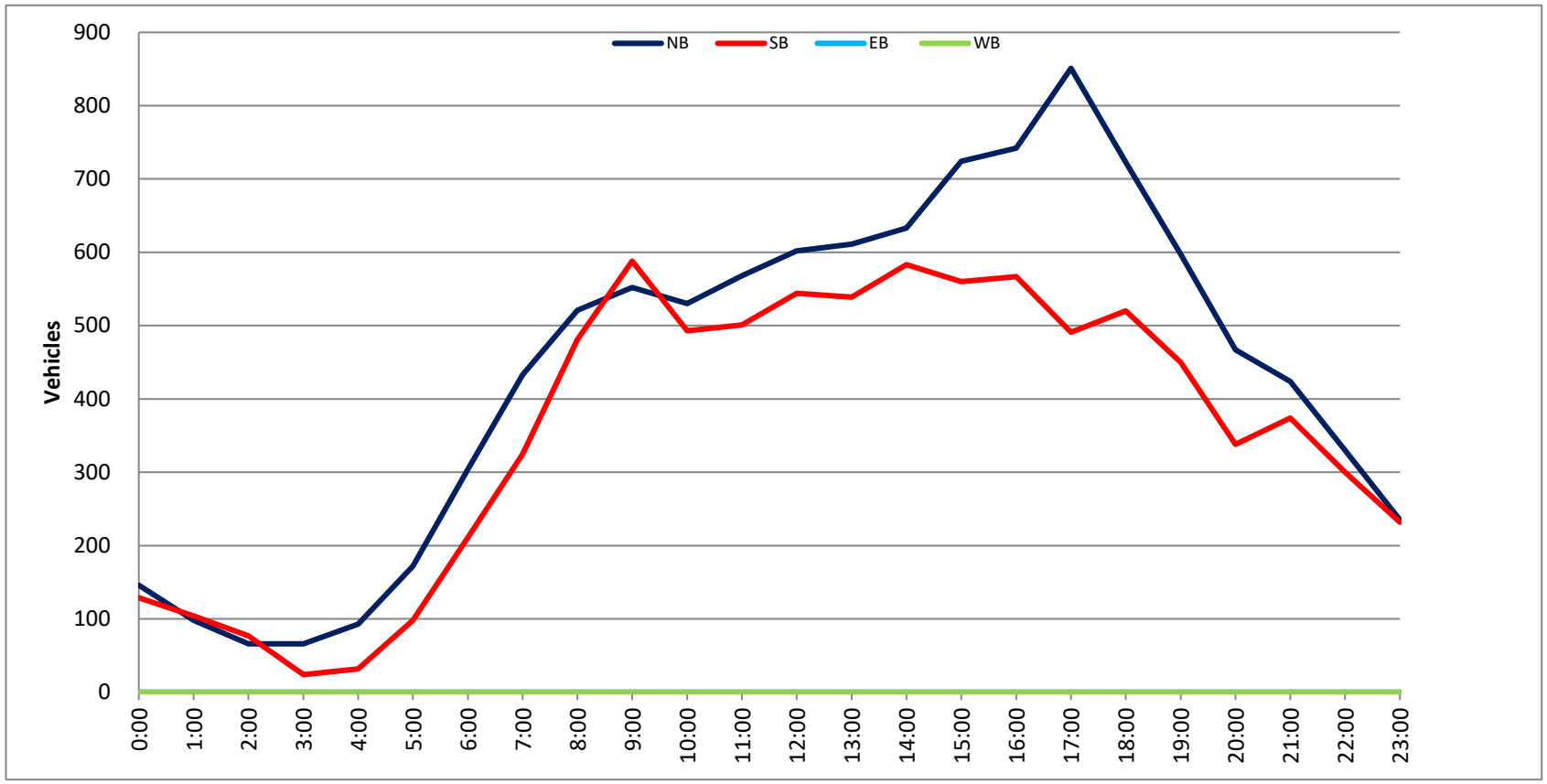
DAILY TOTALS	NB	SB	EB	WB	Total
	10,488	8,561	0	0	19,049

AM Peak Hour	11:45	9:00			**11:45**	**PM Peak Hour**	17:00	13:45			**16:45**
AM Pk Volume	611	588			**1149**	**PM Pk Volume**	851	585			**1356**
Pk Hr Factor	0.937	0.855			**0.961**	**Pk Hr Factor**	0.946	0.962			**0.963**
7 - 9 Volume	954	806	0	0	**1760**	**4 - 6 Volume**	1593	1058	0	0	**2651**
7 - 9 Peak Hour	8:00	8:00			**8:00**	**4 - 6 Peak Hour**	17:00	16:00			**16:45**
7 - 9 Pk Volume	521	481	0	0	**1002**	**4 - 6 Pk Volume**	851	567	0	0	**1356**
Pk Hr Factor	0.892	0.841	0.000	0.000	**0.867**	**Pk Hr Factor**	0.946	0.964	0.000	0.000	**0.963**

Prepared by National Data & Surveying Services

Project #: CA23_020250_020 **City:** West Hollywood

Location: San Vicente Blvd Bet. Santa Monica Blvd & **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Santa Monica Blvd Bet. Doheny Dr & Croft Ave

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,693	22,445	43,138

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			110		102		212		12:00			280		319		599	
0:15			105		99		204		12:15			291		296		587	
0:30			95		78		173		12:30			310		308		618	
0:45			86	396	66	345	152	741	12:45			317	1198	320	1243	637	2441
1:00			96		59		155		13:00			330		305		635	
1:15			74		59		133		13:15			340		303		643	
1:30			67		60		127		13:30			312		306		618	
1:45			66	303	60	238	126	541	13:45			340	1322	342	1256	682	2578
2:00			78		69		147		14:00			319		278		597	
2:15			74		51		125		14:15			312		293		605	
2:30			52		51		103		14:30			376		305		681	
2:45			31	235	40	211	71	446	14:45			355	1362	312	1188	667	2550
3:00			43		34		77		15:00			322		307		629	
3:15			32		30		62		15:15			325		289		614	
3:30			33		23		56		15:30			335		324		659	
3:45			41	149	26	113	67	262	15:45			306	1288	289	1209	595	2497
4:00			37		33		70		16:00			330		265		595	
4:15			40		33		73		16:15			349		288		637	
4:30			38		47		85		16:30			380		318		698	
4:45			42	157	65	178	107	335	16:45			356	1415	265	1136	621	2551
5:00			56		56		112		17:00			349		301		650	
5:15			64		62		126		17:15			339		266		605	
5:30			62		110		172		17:30			384		317		701	
5:45			40	222	131	359	171	581	17:45			351	1423	277	1161	628	2584
6:00			73		154		227		18:00			376		298		674	
6:15			87		239		326		18:15			368		307		675	
6:30			82		298		380		18:30			371		282		653	
6:45			103	345	378	1069	481	1414	18:45			330	1445	292	1179	622	2624
7:00			105		382		487		19:00			316		297		613	
7:15			120		380		500		19:15			328		265		593	
7:30			131		441		572		19:30			335		272		607	
7:45			162	518	408	1611	570	2129	19:45			348	1327	238	1072	586	2399
8:00			182		422		604		20:00			312		227		539	
8:15			195		415		610		20:15			297		212		509	
8:30			197		439		636		20:30			292		230		522	
8:45			224	798	457	1733	681	2531	20:45			302	1203	199	868	501	2071
9:00			242		463		705		21:00			213		180		393	
9:15			244		402		646		21:15			262		188		450	
9:30			219		430		649		21:30			235		200		435	
9:45			232	937	398	1693	630	2630	21:45			246	956	207	775	453	1731
10:00			246		365		611		22:00			233		184		417	
10:15			273		335		608		22:15			195		159		354	
10:30			237		357		594		22:30			195		149		344	
10:45			269	1025	320	1377	589	2402	22:45			195	818	146	638	341	1456
11:00			314		294		608		23:00			172		147		319	
11:15			294		310		604		23:15			188		148		336	
11:30			277		349		626		23:30			168		112		280	
11:45			298	1183	323	1276	621	2459	23:45			140	668	110	517	250	1185
TOTALS				6268		10203		16471	TOTALS				14425		12242		26667
SPLIT %				38.1%		61.9%		38.2%	SPLIT %				54.1%		45.9%		61.8%

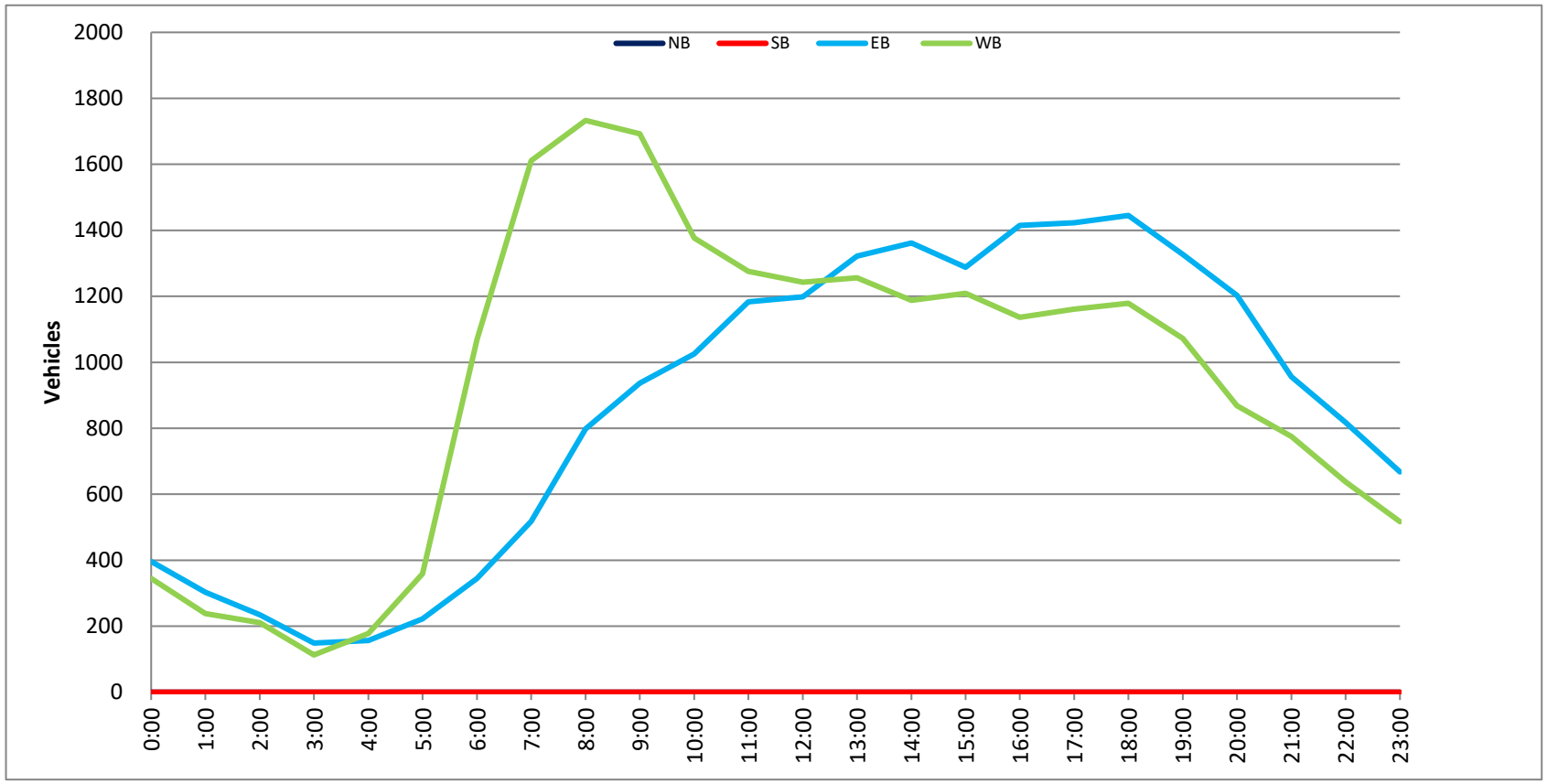
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,693	22,445	43,138

AM Peak Hour				11:00	8:15	8:45	PM Peak Hour					17:30	13:00	17:30
AM Pk Volume				1183	1774	2681	PM Pk Volume					1479	1256	2678
Pk Hr Factor				0.942	0.958	0.951	Pk Hr Factor					0.963	0.918	0.955
7 - 9 Volume	0	0		1316	3344	4660	4 - 6 Volume	0	0			2838	2297	5135
7 - 9 Peak Hour				8:00	8:00	8:00	4 - 6 Peak Hour					16:15	16:15	16:15
7 - 9 Pk Volume	0	0		798	1733	2531	4 - 6 Pk Volume	0	0			1434	1172	2606
Pk Hr Factor	0.000	0.000		0.891	0.948	0.929	Pk Hr Factor	0.000	0.000			0.943	0.921	0.933

Prepared by National Data & Surveying Services

Project #: CA23_020250_021 **City:** West Hollywood

Location: Santa Monica Blvd Bet. Doheny Dr & Croft **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Santa Monica Blvd Bet. Croft Ave & Fairfax Ave

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,300	16,877	36,177

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			147		91		238		**12:00**			225		229		454	
0:15			136		70		206		**12:15**			249		236		485	
0:30			98		56		154		**12:30**			267		228		495	
0:45			88	469	55	272	143	741	**12:45**			260	1001	223	916	483	1917
1:00			97		57		154		**13:00**			271		212		483	
1:15			80		42		122		**13:15**			262		206		468	
1:30			76		43		119		**13:30**			254		222		476	
1:45			78	331	46	188	124	519	**13:45**			303	1090	220	860	523	1950
2:00			88		40		128		**14:00**			267		238		505	
2:15			65		44		109		**14:15**			302		222		524	
2:30			53		35		88		**14:30**			310		207		517	
2:45			39	245	33	152	72	397	**14:45**			333	1212	216	883	549	2095
3:00			43		26		69		**15:00**			320		194		514	
3:15			35		30		65		**15:15**			327		246		573	
3:30			37		21		58		**15:30**			319		183		502	
3:45			20	135	34	111	54	246	**15:45**			333	1299	222	845	555	2144
4:00			35		27		62		**16:00**			322		218		540	
4:15			28		33		61		**16:15**			317		223		540	
4:30			27		45		72		**16:30**			329		192		521	
4:45			29	119	57	162	86	281	**16:45**			316	1284	236	869	552	2153
5:00			35		48		83		**17:00**			311		197		508	
5:15			43		68		111		**17:15**			314		228		542	
5:30			49		90		139		**17:30**			318		185		503	
5:45			43	170	140	346	183	516	**17:45**			306	1249	226	836	532	2085
6:00			96		154		250		**18:00**			319		201		520	
6:15			89		212		301		**18:15**			347		231		578	
6:30			92		279		371		**18:30**			291		182		473	
6:45			100	377	298	943	398	1320	**18:45**			343	1300	200	814	543	2114
7:00			144		291		435		**19:00**			329		219		548	
7:15			137		342		479		**19:15**			330		186		516	
7:30			142		375		517		**19:30**			306		188		494	
7:45			173	596	368	1376	541	1972	**19:45**			307	1272	195	788	502	2060
8:00			166		289		455		**20:00**			261		172		433	
8:15			231		361		592		**20:15**			259		153		412	
8:30			212		321		533		**20:30**			277		159		436	
8:45			243	852	340	1311	583	2163	**20:45**			258	1055	137	621	395	1676
9:00			202		300		502		**21:00**			229		142		371	
9:15			237		270		507		**21:15**			224		172		396	
9:30			198		248		446		**21:30**			188		159		347	
9:45			225	862	264	1082	489	1944	**21:45**			266	907	153	626	419	1533
10:00			188		234		422		**22:00**			230		143		373	
10:15			230		317		547		**22:15**			212		141		353	
10:30			239		226		465		**22:30**			222		156		378	
10:45			229	886	241	1018	470	1904	**22:45**			222	886	129	569	351	1455
11:00			244		224		468		**23:00**			184		103		287	
11:15			252		194		446		**23:15**			192		133		325	
11:30			270		229		499		**23:30**			169		98		267	
11:45			240	1006	230	877	470	1883	**23:45**			152	697	78	412	230	1109
TOTALS				6048		7838		**13886**	**TOTALS**				13252		9039		**22291**
SPLIT %				43.6%		56.4%		**38.4%**	**SPLIT %**				59.5%		40.5%		**61.6%**

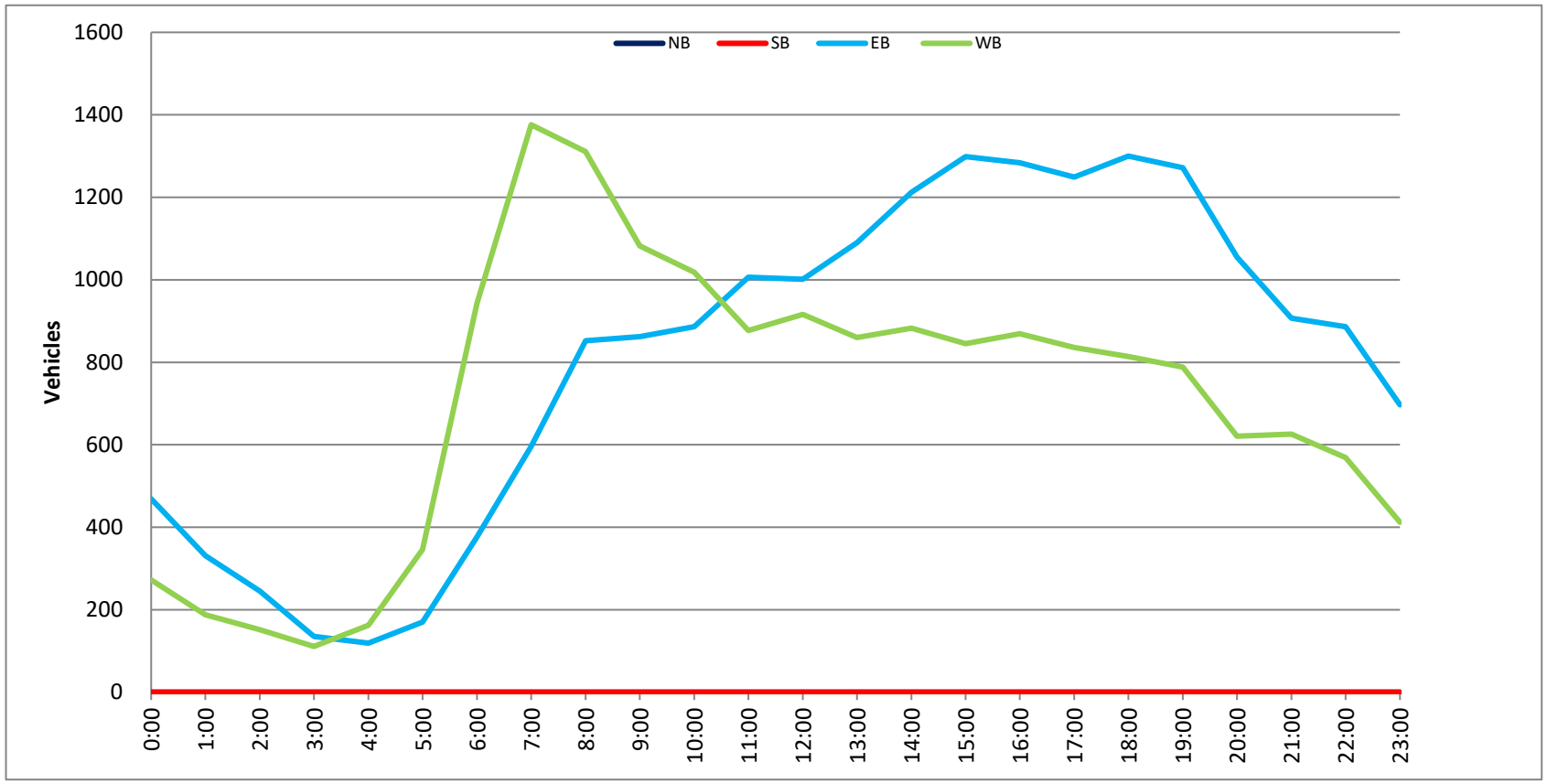
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,300	16,877	36,177

AM Peak Hour				11:00	7:30	**8:15**		**PM Peak Hour**				18:15	12:00	**15:15**
AM Pk Volume				1006	1393	**2210**		**PM Pk Volume**				1310	916	**2170**
Pk Hr Factor				0.931	0.929	**0.933**		**Pk Hr Factor**				0.944	0.970	**0.947**
7 - 9 Volume	0	0		1448	2687	**4135**		**4 - 6 Volume**	0	0		2533	1705	**4238**
7 - 9 Peak Hour				8:00	7:30	**8:00**		**4 - 6 Peak Hour**				16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0		852	1393	**2163**		**4 - 6 Pk Volume**	0	0		1284	869	**2153**
Pk Hr Factor	0.000	0.000		0.877	0.929	**0.913**		**Pk Hr Factor**	0.000	0.000		0.976	0.921	**0.975**

Prepared by National Data & Surveying Services

Project #: CA23_020250_022 **City:** West Hollywood

Location: Santa Monica Blvd Bet. Croft Ave & Fairfax **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Santa Monica Blvd Bet. Fairfax Ave & East City Limit

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_023

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,834	18,518	37,352

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			137		87		224		**12:00**			211		260		471	
0:15			154		73		227		**12:15**			209		234		443	
0:30			129		70		199		**12:30**			240		240		480	
0:45			94	514	66	296	160	810	**12:45**			254	914	253	987	507	1901
1:00			104		57		161		**13:00**			248		227		475	
1:15			91		52		143		**13:15**			260		234		494	
1:30			93		58		151		**13:30**			260		240		500	
1:45			79	367	58	225	137	592	**13:45**			252	1020	239	940	491	1960
2:00			89		46		135		**14:00**			271		246		517	
2:15			66		52		118		**14:15**			289		258		547	
2:30			54		38		92		**14:30**			315		261		576	
2:45			41	250	39	175	80	425	**14:45**			333	1208	212	977	545	2185
3:00			41		31		72		**15:00**			349		234		583	
3:15			36		33		69		**15:15**			281		267		548	
3:30			33		28		61		**15:30**			306		229		535	
3:45			30	140	37	129	67	269	**15:45**			337	1273	225	955	562	2228
4:00			35		28		63		**16:00**			304		252		556	
4:15			32		39		71		**16:15**			272		254		526	
4:30			37		48		85		**16:30**			350		229		579	
4:45			36	140	61	176	97	316	**16:45**			309	1235	269	1004	578	2239
5:00			35		50		85		**17:00**			304		280		584	
5:15			41		74		115		**17:15**			303		254		557	
5:30			54		96		150		**17:30**			352		253		605	
5:45			51	181	148	368	199	549	**17:45**			303	1262	250	1037	553	2299
6:00			99		155		254		**18:00**			264		267		531	
6:15			102		222		324		**18:15**			286		270		556	
6:30			90		320		410		**18:30**			344		229		573	
6:45			124	415	288	985	412	1400	**18:45**			298	1192	246	1012	544	2204
7:00			135		297		432		**19:00**			320		249		569	
7:15			134		333		467		**19:15**			313		234		547	
7:30			152		352		504		**19:30**			289		216		505	
7:45			172	593	352	1334	524	1927	**19:45**			272	1194	220	919	492	2113
8:00			191		318		509		**20:00**			265		205		470	
8:15			222		352		574		**20:15**			240		197		437	
8:30			227		318		545		**20:30**			270		189		459	
8:45			222	862	346	1334	568	2196	**20:45**			214	989	182	773	396	1762
9:00			195		276		471		**21:00**			226		160		386	
9:15			238		303		541		**21:15**			208		193		401	
9:30			208		267		475		**21:30**			183		188		371	
9:45			206	847	293	1139	499	1986	**21:45**			241	858	175	716	416	1574
10:00			183		255		438		**22:00**			216		145		361	
10:15			216		340		556		**22:15**			199		141		340	
10:30			235		235		470		**22:30**			208		161		369	
10:45			211	845	265	1095	476	1940	**22:45**			206	829	127	574	333	1403
11:00			223		224		447		**23:00**			204		123		327	
11:15			226		221		447		**23:15**			201		133		334	
11:30			253		235		488		**23:30**			171		96		267	
11:45			243	945	236	916	479	1861	**23:45**			185	761	100	452	285	1213
TOTALS				6099		8172		**14271**	**TOTALS**				12735		10346		**23081**
SPLIT %				42.7%		57.3%		**38.2%**	**SPLIT %**				55.2%		44.8%		**61.8%**

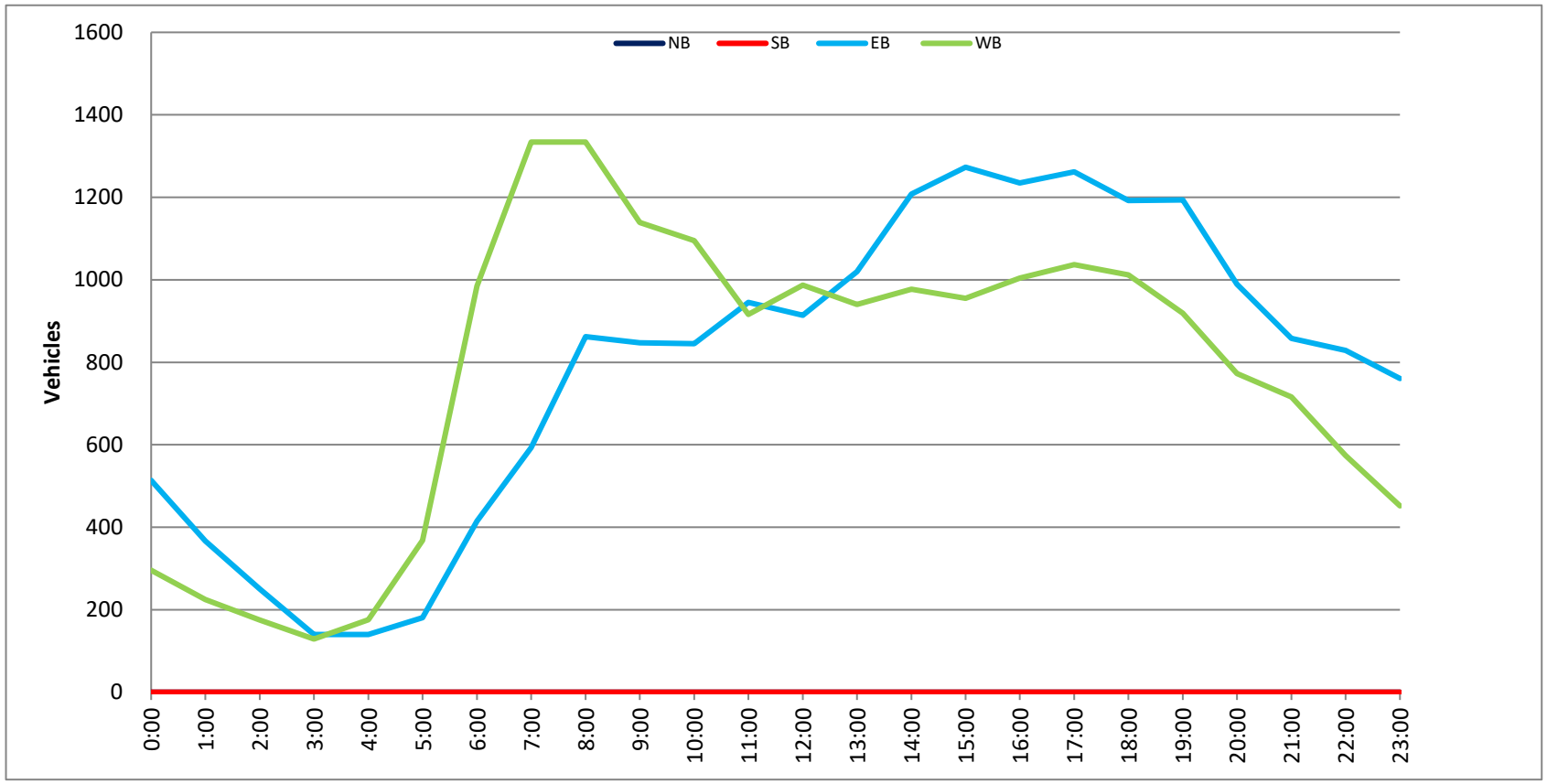
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,834	18,518	37,352

AM Peak Hour				11:00	7:30	**8:00**	**PM Peak Hour**				14:15	16:45	**16:45**
AM Pk Volume				945	1374	**2196**	**PM Pk Volume**				1286	1056	**2324**
Pk Hr Factor				0.934	0.976	**0.956**	**Pk Hr Factor**				0.921	0.943	**0.960**
7 - 9 Volume	0	0		1455	2668	**4123**	**4 - 6 Volume**	0	0		2497	2041	**4538**
7 - 9 Peak Hour				8:00	7:30	**8:00**	**4 - 6 Peak Hour**				16:45	16:45	**16:45**
7 - 9 Pk Volume	0	0		862	1374	**2196**	**4 - 6 Pk Volume**	0	0		1268	1056	**2324**
Pk Hr Factor	0.000	0.000		0.949	0.976	**0.956**	**Pk Hr Factor**	0.000	0.000		0.901	0.943	**0.960**

Prepared by National Data & Surveying Services

Project #: CA23_020250_023 **City:** West Hollywood

Location: Santa Monica Blvd Bet. Fairfax Ave & East **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Sunset Blvd Bet. West City Limit & Holloway Dr

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_024

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,179	18,615	33,794

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			100		82		182		**12:00**			234		266		500	
0:15			80		50		130		**12:15**			263		268		531	
0:30			63		65		128		**12:30**			233		287		520	
0:45			56	299	60	257	116	556	**12:45**			236	966	284	1105	520	2071
1:00			47		54		101		**13:00**			271		259		530	
1:15			52		43		95		**13:15**			237		295		532	
1:30			44		49		93		**13:30**			263		271		534	
1:45			37	180	35	181	72	361	**13:45**			242	1013	284	1109	526	2122
2:00			60		30		90		**14:00**			255		300		555	
2:15			41		28		69		**14:15**			270		257		527	
2:30			19		19		38		**14:30**			260		291		551	
2:45			19	139	17	94	36	233	**14:45**			280	1065	254	1102	534	2167
3:00			12		14		26		**15:00**			303		253		556	
3:15			10		6		16		**15:15**			285		271		556	
3:30			3		9		12		**15:30**			263		260		523	
3:45			4	29	7	36	11	65	**15:45**			297	1148	303	1087	600	2235
4:00			8		7		15		**16:00**			269		271		540	
4:15			5		8		13		**16:15**			267		282		549	
4:30			7		11		18		**16:30**			285		258		543	
4:45			7	27	20	46	27	73	**16:45**			245	1066	227	1038	472	2104
5:00			16		17		33		**17:00**			219		270		489	
5:15			16		37		53		**17:15**			230		248		478	
5:30			27		62		89		**17:30**			217		260		477	
5:45			31	90	73	189	104	279	**17:45**			242	908	290	1068	532	1976
6:00			35		85		120		**18:00**			212		274		486	
6:15			42		167		209		**18:15**			277		294		571	
6:30			46		203		249		**18:30**			272		227		499	
6:45			65	188	276	731	341	919	**18:45**			285	1046	189	984	474	2030
7:00			87		314		401		**19:00**			245		232		477	
7:15			83		341		424		**19:15**			268		206		474	
7:30			85		391		476		**19:30**			223		190		413	
7:45			128	383	371	1417	499	1800	**19:45**			234	970	187	815	421	1785
8:00			123		345		468		**20:00**			241		188		429	
8:15			160		345		505		**20:15**			194		148		342	
8:30			171		321		492		**20:30**			185		141		326	
8:45			177	631	393	1404	570	2035	**20:45**			176	796	135	612	311	1408
9:00			199		362		561		**21:00**			141		127		268	
9:15			218		348		566		**21:15**			171		152		323	
9:30			224		356		580		**21:30**			152		156		308	
9:45			227	868	315	1381	542	2249	**21:45**			137	601	199	634	336	1235
10:00			227		309		536		**22:00**			149		152		301	
10:15			196		263		459		**22:15**			134		139		273	
10:30			233		316		549		**22:30**			127		126		253	
10:45			225	881	285	1173	510	2054	**22:45**			110	520	153	570	263	1090
11:00			227		272		499		**23:00**			118		144		262	
11:15			212		266		478		**23:15**			111		104		215	
11:30			238		280		518		**23:30**			93		115		208	
11:45			257	934	285	1103	542	2037	**23:45**			109	431	116	479	225	910
TOTALS				4649		8012		**12661**	**TOTALS**				10530		10603		**21133**
SPLIT %				36.7%		63.3%		**37.5%**	**SPLIT %**				49.8%		50.2%		**62.5%**

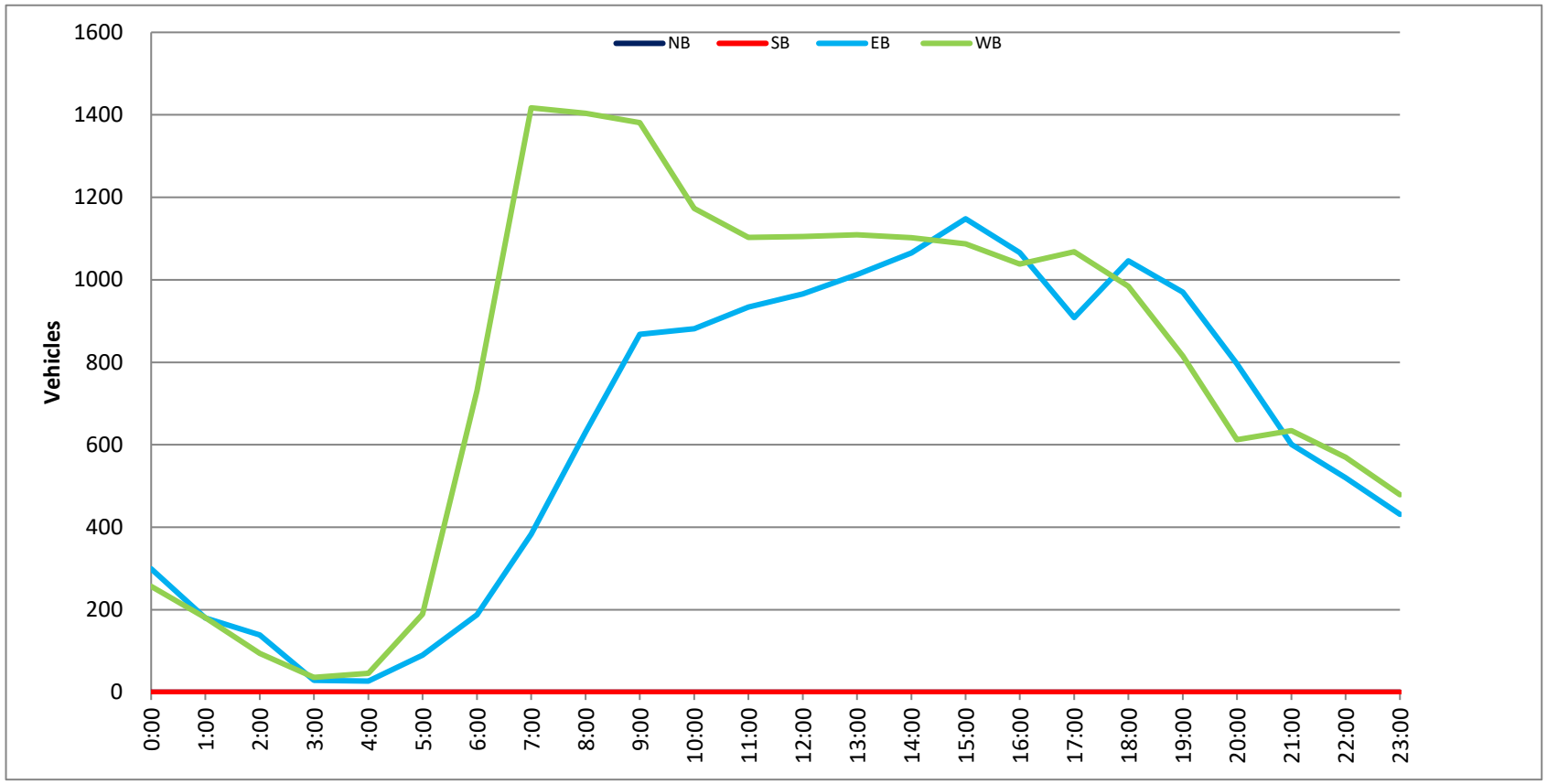
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,179	18,615	33,794

AM Peak Hour				11:30	8:45	**8:45**	**PM Peak Hour**				15:00	13:15	**15:00**
AM Pk Volume				992	1459	**2277**	**PM Pk Volume**				1148	1150	**2235**
Pk Hr Factor				0.943	0.928	**0.981**	**Pk Hr Factor**				0.947	0.958	**0.931**
7 - 9 Volume	0	0		1014	2821	**3835**	**4 - 6 Volume**	0	0		1974	2106	**4080**
7 - 9 Peak Hour				8:00	7:30	**8:00**	**4 - 6 Peak Hour**				16:00	17:00	**16:00**
7 - 9 Pk Volume	0	0		631	1452	**2035**	**4 - 6 Pk Volume**	0	0		1066	1068	**2104**
Pk Hr Factor	0.000	0.000		0.891	0.928	**0.893**	**Pk Hr Factor**	0.000	0.000		0.935	0.921	**0.958**

Prepared by National Data & Surveying Services

Project #: CA23_020250_024 **City:** West Hollywood

Location: Sunset Blvd Bet. West City Limit & **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Sunset Blvd Bet. Holloway Dr & East City Limit

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,606	18,715	35,321

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			105		92		197		**12:00**			278		264		542	
0:15			109		61		170		**12:15**			247		295		542	
0:30			71		55		126		**12:30**			253		278		531	
0:45			62	347	66	274	128	621	**12:45**			249	1027	268	1105	517	2132
1:00			56		59		115		**13:00**			245		246		491	
1:15			53		54		107		**13:15**			271		299		570	
1:30			60		40		100		**13:30**			275		297		572	
1:45			34	203	34	187	68	390	**13:45**			255	1046	295	1137	550	2183
2:00			61		30		91		**14:00**			257		244		501	
2:15			43		35		78		**14:15**			259		244		503	
2:30			25		28		53		**14:30**			262		285		547	
2:45			23	152	27	120	50	272	**14:45**			284	1062	223	996	507	2058
3:00			14		18		32		**15:00**			260		243		503	
3:15			21		10		31		**15:15**			286		243		529	
3:30			11		10		21		**15:30**			239		230		469	
3:45			8	54	9	47	17	101	**15:45**			284	1069	271	987	555	2056
4:00			14		14		28		**16:00**			270		252		522	
4:15			7		13		20		**16:15**			314		244		558	
4:30			15		13		28		**16:30**			281		236		517	
4:45			8	44	27	67	35	111	**16:45**			292	1157	216	948	508	2105
5:00			18		29		47		**17:00**			289		232		521	
5:15			37		48		85		**17:15**			305		217		522	
5:30			32		72		104		**17:30**			290		239		529	
5:45			30	117	107	256	137	373	**17:45**			296	1180	255	943	551	2123
6:00			41		130		171		**18:00**			300		299		599	
6:15			49		192		241		**18:15**			312		284		596	
6:30			59		253		312		**18:30**			309		226		535	
6:45			83	232	316	891	399	1123	**18:45**			327	1248	226	1035	553	2283
7:00			95		342		437		**19:00**			290		224		514	
7:15			97		336		433		**19:15**			293		217		510	
7:30			105		320		425		**19:30**			251		202		453	
7:45			122	419	369	1367	491	1786	**19:45**			235	1069	211	854	446	1923
8:00			162		282		444		**20:00**			249		197		446	
8:15			142		344		486		**20:15**			245		170		415	
8:30			189		295		484		**20:30**			219		157		376	
8:45			172	665	320	1241	492	1906	**20:45**			212	925	140	664	352	1589
9:00			199		353		552		**21:00**			191		145		336	
9:15			201		328		529		**21:15**			190		166		356	
9:30			200		365		565		**21:30**			174		159		333	
9:45			236	836	358	1404	594	2240	**21:45**			177	732	222	692	399	1424
10:00			210		321		531		**22:00**			194		164		358	
10:15			224		278		502		**22:15**			188		163		351	
10:30			221		335		556		**22:30**			159		135		294	
10:45			205	860	325	1259	530	2119	**22:45**			146	687	161	623	307	1310
11:00			238		299		537		**23:00**			142		129		271	
11:15			240		275		515		**23:15**			122		105		227	
11:30			233		293		526		**23:30**			118		116		234	
11:45			251	962	303	1170	554	2132	**23:45**			131	513	98	448	229	961
TOTALS				4891		8283		**13174**	**TOTALS**				11715		10432		**22147**
SPLIT %				37.1%		62.9%		**37.3%**	**SPLIT %**				52.9%		47.1%		**62.7%**

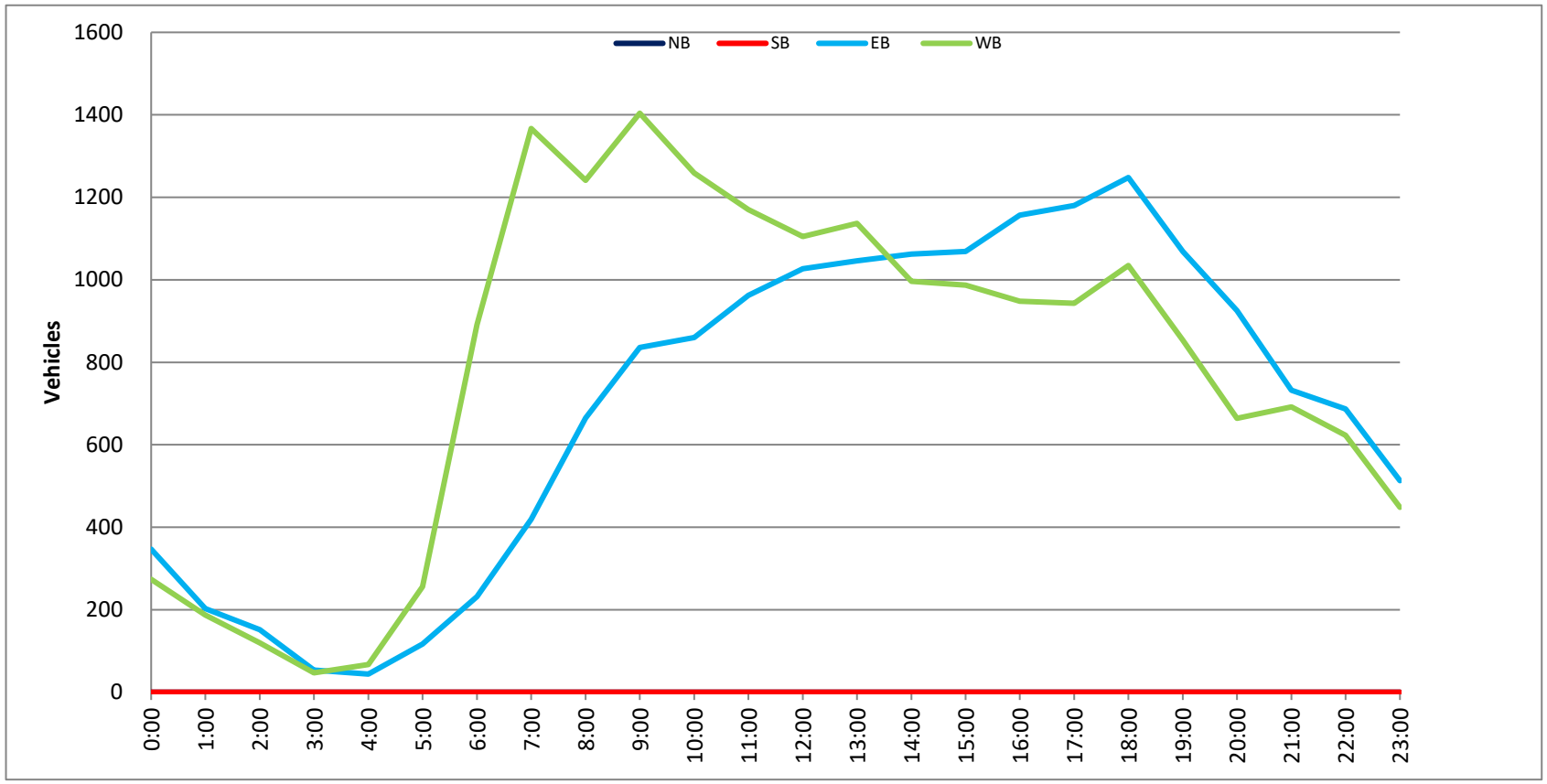
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,606	18,715	35,321

AM Peak Hour				11:45	9:00	**9:00**	**PM Peak Hour**				18:00	13:00	**18:00**
AM Pk Volume				1029	1404	**2240**	**PM Pk Volume**				1248	1137	**2283**
Pk Hr Factor				0.925	0.962	**0.943**	**Pk Hr Factor**				0.954	0.951	**0.953**
7 - 9 Volume	0	0		1084	2608	**3692**	**4 - 6 Volume**	0	0		2337	1891	**4228**
7 - 9 Peak Hour				8:00	7:00	**8:00**	**4 - 6 Peak Hour**				17:00	16:00	**17:00**
7 - 9 Pk Volume	0	0		665	1367	**1906**	**4 - 6 Pk Volume**	0	0		1180	948	**2123**
Pk Hr Factor	0.000	0.000		0.880	0.926	**0.968**	**Pk Hr Factor**	0.000	0.000		0.967	0.940	**0.963**

Prepared by National Data & Surveying Services

Project #: CA23_020250_025 **City:** West Hollywood

Location: Sunset Blvd Bet. Holloway Dr & East City **Date:** 7/27/2023



Prepared by National Data & Surveying Services

VOLUME

Vista St Bet. Santa Monica Blvd & Romaine St

Day: Thursday
Date: 7/27/2023

City: West Hollywood
Project #: CA23_020250_026

DAILY TOTALS	NB	SB	EB	WB	Total
	2,332	2,715	0	0	5,047

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	9		5						14		**12:00**	31		50						81	
0:15	5		13						18		**12:15**	36		51						87	
0:30	2		5						7		**12:30**	36		44						80	
0:45	1	17	5	28					6	45	**12:45**	49	152	34	179					83	331
1:00	1		3						4		**13:00**	48		46						94	
1:15	2		2						4		**13:15**	29		50						79	
1:30	2		3						5		**13:30**	38		56						94	
1:45	0	5	1	9					1	14	**13:45**	36	151	43	195					79	346
2:00	2		4						6		**14:00**	49		41						90	
2:15	1		0						1		**14:15**	37		43						80	
2:30	2		2						4		**14:30**	36		59						95	
2:45	0	5	1	7					1	12	**14:45**	50	172	51	194					101	366
3:00	1		1						2		**15:00**	40		37						77	
3:15	1		5						6		**15:15**	34		53						87	
3:30	1		1						2		**15:30**	42		41						83	
3:45	0	3	0	7					0	10	**15:45**	49	165	43	174					92	339
4:00	0		1						1		**16:00**	42		60						102	
4:15	2		1						3		**16:15**	37		47						84	
4:30	2		2						4		**16:30**	37		37						74	
4:45	3	7	2	6					5	13	**16:45**	53	169	56	200					109	369
5:00	0		0						0		**17:00**	60		61						121	
5:15	2		1						3		**17:15**	44		67						111	
5:30	1		0						1		**17:30**	64		88						152	
5:45	1	4	0	1					1	5	**17:45**	50	218	68	284					118	502
6:00	4		2						6		**18:00**	63		63						126	
6:15	7		4						11		**18:15**	51		49						100	
6:30	5		5						10		**18:30**	46		50						96	
6:45	9	25	14	25					23	50	**18:45**	53	213	42	204					95	417
7:00	10		13						23		**19:00**	44		40						84	
7:15	12		14						26		**19:15**	43		48						91	
7:30	16		24						40		**19:30**	23		39						62	
7:45	31	69	30	81					61	150	**19:45**	27	137	26	153					53	290
8:00	32		33						65		**20:00**	30		27						57	
8:15	31		33						64		**20:15**	27		32						59	
8:30	31		43						74		**20:30**	24		29						53	
8:45	25	119	55	164					80	283	**20:45**	23	104	22	110					45	214
9:00	38		48						86		**21:00**	21		22						43	
9:15	39		50						89		**21:15**	18		16						34	
9:30	40		48						88		**21:30**	18		18						36	
9:45	38	155	36	182					74	337	**21:45**	19	76	15	71					34	147
10:00	34		44						78		**22:00**	19		14						33	
10:15	28		46						74		**22:15**	13		15						28	
10:30	25		30						55		**22:30**	13		12						25	
10:45	38	125	45	165					83	290	**22:45**	10	55	9	50					19	105
11:00	34		48						82		**23:00**	10		16						26	
11:15	42		43						85		**23:15**	6		11						17	
11:30	35		47						82		**23:30**	8		8						16	
11:45	45	156	47	185					92	341	**23:45**	6	30	6	41					12	71
TOTALS		690		860						**1550**	**TOTALS**		1642		1855						**3497**
SPLIT %		44.5%		55.5%						**30.7%**	**SPLIT %**		47.0%		53.0%						**69.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,332	2,715	0	0	5,047

AM Peak Hour	11:00	8:45			**8:45**	**PM Peak Hour**	17:30	17:15			**17:15**
AM Pk Volume	156	201			**343**	**PM Pk Volume**	228	286			**507**
Pk Hr Factor	0.867	0.914			**0.963**	**Pk Hr Factor**	0.891	0.813			**0.834**
7 - 9 Volume	188	245	0	0	**433**	**4 - 6 Volume**	387	484	0	0	**871**
7 - 9 Peak Hour	7:45	8:00			**8:00**	**4 - 6 Peak Hour**	16:45	17:00			**17:00**
7 - 9 Pk Volume	125	164	0	0	**283**	**4 - 6 Pk Volume**	221	284	0	0	**502**
Pk Hr Factor	0.977	0.745	0.000	0.000	**0.884**	**Pk Hr Factor**	0.863	0.807	0.000	0.000	**0.826**

Prepared by National Data & Surveying Services

Project #: CA23_020250_026 **City:** West Hollywood

Location: Vista St Bet. Santa Monica Blvd & Romaine **Date:** 7/27/2023