

# ***CITY OF CUDAHY***

## **ENGINEERING AND TRAFFIC SURVEY 2007**

Prepared by:

***Crown City Engineers***

1475 Glen Oaks Blvd

Pasadena, CA 91105

Tel: (626) 795-9769

Fax: (626) 792-3847

August 2007

# CROWN CITY ENGINEERING

Civil Engineering, Transportation

Planning and Engineering

1475 Glen Oaks Boulevard, Pasadena, CA 91105

Tel: 626-795-9769

FAX: 626-792-3847

August 15, 2007

Mr. Carlos Alvarado  
City Engineer  
City of Cudahy  
5220 Santa Ana Street  
Cudahy, CA 90201

Subject: Engineering and Traffic Survey at 19 locations in the City of Cudahy,  
California

Dear Mr. Alvarado:

Enclosed is the Engineering and Traffic Survey Report for the 2007 study.

Please let me know if you have any comments. We appreciate the opportunity to  
conduct the traffic survey on behalf of the City of Cudahy.

Sincerely,

  
Patrick Lang, P.E.  
Crown City Engineers

Enclosures

# ENGINEERING AND TRAFFIC SURVEY

## July 2007

Speed Limits Adopted by

Ordinance No. \_\_\_\_\_

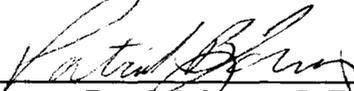
and Resolution No. \_\_\_\_\_

On \_\_\_\_\_

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Public Works Director and City Engineer

Submitted by



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Patrick Lang, P.E.  
Crown City Engineers

**CERTIFICATION**

I, Patrick Lang, do hereby certify that this Engineering and Traffic Survey for the City of Cudahy was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a Professional Engineer. The survey has been conducted in strict compliance with guidelines contained in the California Vehicle Code and the California Department of Transportation Manual of Uniform Traffic Control Devices. Data contained in this report represents a true and accurate description of traffic conditions existing on City of Cudahy's streets.

  
Patrick Lang, P.E. Registration No: \_\_\_\_\_ Date: 8-15-07



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# **Engineering and Traffic Survey Overview**

## INTRODUCTION

Engineering and Traffic Surveys have been prepared for 19 street segments in the City of Cudahy.

These surveys are intended to be the basis for establishing, revising, and enforcing speed limits on the specific roadways listed. Engineering and Traffic Surveys that support the prima facie speed limit are required by Sections 40801 and 40802 of the California Vehicle Code before speed limits can be enforced with radar. Previously the law specified that these surveys be conducted every five years to ensure that posted speed limits are kept reasonably current. Current Vehicle Code requirements state that: surveys can be extended to 7 to 10 years if the following criteria are met by radar operators during Traffic Enforcement and with the help of Registered Traffic Engineers:

- All surveys are good for 7 years if the arresting officer has received 24 hours of a post certified training course, 2 additional hours of training if laser is used, and the speed measuring device has been calibrated within three years prior to the alleged violation by an independent certified testing facility.
- Surveys can be extended to 10 years if a "registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume."

The Vehicle Code (Section 40802) provides an exception to the required survey. Local streets on any federal-aid-system maps submitted to the Federal Highway Administration are not required to be surveyed. If maps have not been submitted, local streets are defined as those streets providing primary access to abutting residential property and meeting the following three conditions:

1. Roadway width of not more than 40 feet.
2. Not more than one-half mile of uninterrupted length (interruptions include "stop" signs or traffic signals).
3. Not more than one traffic lane in each direction.

This Engineering and Traffic Survey review was conducted in accordance with procedures outlined in the State of California Manual as required by Section 627 of the California Vehicle Code. This section of the Vehicle Code specifies three elements that must be included in Engineering and Traffic Surveys:

1. Prevailing speeds as determined by traffic engineering measurements.
2. Accident records.
3. Highway, traffic, and roadside conditions not readily apparent to the driver.

Posted speed limits are primarily established to protect the general public from the unreasonable driver. They provide law enforcement with the means to identify and

apprehend violators of the basic speed law (Section 22350 of the Vehicle Code). This statute states that "No Person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."

The fundamentals used to establish speed limits recognize that the majority of drivers behave in a safe and reasonable manner, but need to be advised of conditions which may not be readily apparent. For this reason, collision history, roadway conditions, traffic characteristics, and land use must be analyzed along with speed measurements to determine speed limits. Speed limit changes are usually coordinated with visible changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce confusion.

In general, speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is considered a violator for enforcement purposes.

Research conducted in this country on driver behavior shows that in choosing the speed the average driver is influenced by the appearance of the highway itself and by the prevailing traffic conditions. Recognizing this, the California Vehicle Code requires that speed limits be established in accordance with appropriate engineering practice and methods.

Under California law, the maximum speed limit for any passenger vehicle is 65 MPH. All other speed limits are called prima facie limits, which are safe and prudent under normal conditions. Certain prima facie limits are established by law and include the 25-MPH limit in downtown business districts and residential neighborhoods, the 15-MPH limit in alleys, at blind intersections, and at blind railroad grade crossings, and conditional 25-MPH speed limit in school zones when children are going to or from school.

Intermediate speed limits between 25 and 65 MPH may be established by local authorities on the basis of traffic engineering surveys. Such surveys include analysis of roadway conditions, accident records, and the prevailing speed of prudent drivers using the roadway under study. If speed limits are established below what the majority of drivers consider reasonable, they are often not obeyed and, consequently, are difficult to enforce. Those drivers who do not comply with reasonable posted speed limits are subject to enforcement action.

The Vehicle Code provides that the use of radar to enforce speed limits that have not been based on an engineering and traffic study within the preceding seven years constitutes a speed trap. Speed traps are prohibited by the Code. Therefore, local agency's radar enforcement of speed limits that are posted without such study is prohibited by law.

## **Speed Limit Signing**

All California motorists are required to know the basic 15, 25, and 65 MPH speed laws are tested on the subject when applying for a driver's license. Consequently, speed limit signs covering these conditions need not to be posted on City streets. However, although not required by law, speed limit signs for these situations may be posted on streets with significant daily vehicular traffic volumes, or with other applicable justification.

It is normal policy to recommend the posting of speed limit signs only on streets carrying appreciable volumes of through traffic and where such speed limits may be established in accordance with the provisions of the California Vehicle Code.

Speed limit signs should be installed at about one-half-mile intervals on through highways. Signs are also normally installed on the exit side of traffic-signal-controlled intersections and the more important intersections where there is higher side street vehicle entry. It is important that motorists be given adequate information, while not oversigning, which tends to confuse the motorist.

In addition to proper signing, it is important that traffic striping and markings be well maintained. Signs and markings not installed in plain sight and properly maintained are frequently not seen, and the motorist may unintentionally violate one or more provisions of the Vehicle Code. Sign condition is important, especially the reflective quality.

The California Vehicle Code is very specific in its language describing a residence district, a business district, a school zone, and in Section 40802(b), a local street. Extreme care must be taken to ensure that questionable streets actually meet the stated provisions, or the speed limit posted on the street may not be enforceable.

Closely related enforcement problem occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted, or (c) the highway is not posted nor covered by ordinance and, therefore, falls under the basic speed law. In any of these situations, the result is debatable validity that may be questioned in court cases where citations are contested. This report, therefore, recommends that these deficiencies be corrected. To minimize enforcement problems, it is suggested that (1) traffic signing conform to City Ordinance and the Caltrans Traffic Manual, and (2) older signs be updated to conform to latest State Sign Chart. Otherwise, radar is impractical to use in enforcement of all speed limits.

## ABBREVIATIONS AND DEFINITIONS

<b>Average Daily Traffic (ADT)</b>	Volume of traffic during a 24-hour period
<b>Eighty-Fifth (85<sup>th</sup>) Percentile Speed (Critical Speed)</b>	The speed that 85% of the observed vehicles are not exceeding during speed survey.
<b>Intermediate Speed Limits</b>	Speed Limits set at 5-MPH increments between 25 MPH and 65 MPH
<b>MPH</b>	Miles per hour; a measurement of vehicle speeds
<b>MVM</b>	Million vehicle miles. Accident rates are expressed as the number of accidents occurring per million vehicle miles of travel during a given time period. Vehicle miles are calculated by multiplying the number of vehicles by the length, in miles, of the segment on which the vehicles traveled.
<b>Pace</b>	The 10-MPH range of observed vehicle speeds containing the largest number of vehicles than any other 10-MPH ranges.
<b>Prima Facie Limits</b>	“Blanket” speed limits considered reasonable and prudent for certain general conditions, unless refuted and proven inadequate for a particular condition.

## DATA COLLECTION

Data was obtained regarding the prevailing speed of vehicles, traffic collisions, visibility restrictions, roadway conditions, pedestrian activities, on-street parking, proximity of schools, and land use adjacent to the roadways. Radar speed measurements were conducted during the month June of 2007.

Highway, traffic and roadside conditions were analyzed for conditions not readily apparent to motorists. The criteria and procedures described below were applied when using the electronic radar to measure vehicle speeds on selected streets within the City of Cudahy. Traffic in both directions was recorded. The specific location on each street segment was selected after considering the following:

- a. Minimum stop sign or traffic signal influence.
- b. Minimum visibility restrictions.
- c. Noncongested traffic flow away from intersections, major driveways, crosswalks, railroad crossings, and unusual turning movements.
- d. 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 non-congested peak periods on lightly traveled streets. All surveys were conducted in good weather. The radar measurements were taken in an unmarked vehicle.

A total of 100 samples were obtained in each direction for each street segment surveyed.

Accident data was obtained from the City. For purposes of this study, information from the latest 2 year period that was available was used to develop the accident statistics analyzed as a part of the Engineering and Traffic Survey. Accident data was obtained for the two year period from January 2000 through December, 2001.

Average Daily Traffic data (ADT) was obtained from the City.

## **PROCEDURES**

The radar equipment units were calibrated before each series of measurements were taken. Tests of the unit were conducted in accordance with the manufacturer's specifications. Each of the radar guns were certified prior to beginning of the field sampling June 2007.

The results of the radar speed measurements were computed, analyzed and summarized on standard Traffic Survey Forms. Significant values obtained from the computations are as follows:

- The Critical Speed or 85th percentile speed, is that speed at or below which 85 percent of the traffic is moving. The Critical Speed is the primary guide in determining what the majority of drivers believe is safe and reasonable. The speed limit should be set at the nearest (5 mph) increment to the 85<sup>th</sup> percentile speed unless the traffic safety needs of the community require a lower limit.
- The 5 or 10 mph pace is a measure of the dispersion of speeds within the survey sample and is that 5 or 10 mph increment containing the highest percentage of speeds in the total sample. The accepted practice is to keep

the speed limit within the 5 or 10 mph pace after considering the Critical Speed and any factors requiring a speed lower than the Critical Speed.

The accident data for each street segment was compared to accident rates that can be reasonably expected to occur on streets and highways of the same characteristics. These anticipated accident rates have been developed by Caltrans and are applicable for use in the City of Cudahy. The accident rates used for this study are as follows:

**CALIFORNIA STATE HIGHWAYS  
STATEWIDE TRAVEL AND ACCIDENT RATES\***

<b>URBAN (Inside City)</b>	<b>EXPECTED ACCIDENT RATES</b>
2 and 3 lane	1.98
4 or more undivided	3.55
4 or more divided	2.30

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*\*Source: 1995 accident data on California state highways published by State of California, Business, Transportation and Housing Agency, Department of Transportation, Division of Traffic Operations.*

Current accident rate, in number of accidents per million vehicle miles (mvm) of travel, for each segment were calculated using the following formula:

$$\text{Accident Rate} = (N \times 5,280 \times 1,000,000) / (\text{ADT} \times L \times Y \times 365)$$

Where

- N: number of all accidents (midblock and intersection) within the study segment
- ADT: average daily traffic volume
- L: length of segment in feet
- Y: number of years of accident history

As previously indicated, speed limits are usually set at or near the Critical Speed unless there are other factors not readily apparent to a reasonable motorist which may justify a lower limit. The field review of the selected street segments in the City of Cudahy considered the following factors:

1. Street width and alignment.
2. Pedestrian activity and traffic flow characteristics.
3. Number of lanes, and other channelization and striping patterns.
4. Frequency of intersections, driveways, and on-street parking.
5. Location of stop signs, traffic signals, and other regulatory traffic control devices.
6. Visibility obstructions.

7. Land use and the proximity of schools.
8. Uniformity with existing speed zones in adjacent jurisdictions.
9. Any other unusual condition not readily apparent to the driver.

## **SUMMARY**

The Engineering and Traffic Survey Certification summaries presented in this report illustrate results of a thorough evaluation of the data collected and recommend a speed limit for each street segment surveyed. In each case, the recommended speed limit is consistent with the prevailing behavior as demonstrated by the radar speed measurements.

The Legislature, in adopting Section 22358.5 of the California Vehicle Code, has made it clear that it is their intent 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. The basic rule of Section 22350 is sufficient regulation as to such conditions.

The recommendations contained in this report were intended to establish prima facie speed limits. Prima Facie limits advise the motorist and enforcement agencies of the reasonable speed for a particular section of highway for prevailing conditions. They are not intended to be absolute. All violations of these speed limits are actually violations of the basic speed law (Section 22350 of California Vehicle Code). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway and weather conditions. A prima facie limit merely suggests a safe speed under normal conditions.

# California Vehicle Code

### **Business District**

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

### **Business and Residence Districts: Determination**

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in Sections 235 and 515:

(a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.

(b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district.

(c) All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures.

(d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

### **Residence District**

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

### **Basic Speed Law**

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

## **Speed Law Violators**

22351. (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.

(b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

## **Prima Facie Speed Limits**

22352. (a) 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:

(1) Fifteen miles per hour:

(A) 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 flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(B) 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.

(C) On any alley.

(2) Twenty-five miles per hour:

(A) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(B) 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.

(C) 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 is not required to erect any sign pursuant to this paragraph until donations from private sources covering those costs are received and the local agency makes a determination that the proposed signing should be implemented. A local authority may, however, utilize any other funds available to it to pay for the erection of those signs.

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

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.

### **Decrease Near Children's Playgrounds**

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.

### **Decrease of Local Speed Limits**

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima

facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

### **Decrease on Narrow Street**

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

### **Decrease of Local Limits Near Schools or Senior Centers**

22358.4. 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 paragraph (2) or (3) of 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 such survey. The ordinance or resolution 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.

### **Downward Speed Zoning**

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

### **Boundary Line Streets**

22359. With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

## **Speed Trap Prohibition**

40801. No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

## **Speed Trap**

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

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

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

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(III) This subparagraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is defined by the latest functional usage and federal-aid system maps submitted to the federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road that primarily provides access to abutting residential property and meets the following three conditions:

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

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(c) (1) When all 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 Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

### **Speed Trap Evidence**

40803. (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

# Summary of Recommendations

## **Summary**

This engineering and traffic study was conducted for the City of Cudahy to determine the validity of speed limits established on City streets and to identify those areas where existing speed limits should be adjusted, upward or downward, to permit continuation of enforcement by radar.

Overall results of this study disclose that speed limits on City of Cudahy streets, are established at proper levels for prevailing conditions and that the courts should uphold citations issued through enforcement by radar. Prevailing critical speeds, again with few exceptions, were measured to be within acceptable tolerances of posted speed limits.

Table 1 shows a brief summary of the survey results, including recommendations for changes in speed limits wherever applicable.

**TABLE 1  
CITY OF CUDAHY CITYWIDE SPEED SURVEY  
SUMMARY**

Location	Dir.	Date	50th	85th	Acc. Rate	Expected Acc. Rate	Posted Limit	Limit Change ?	New Limit
1. Atlantic Avenue: between Florence Avenue and Clara Street	NB	06/19/2007	32.7	37.5	1.155	2.30	35	No	
	SB	06/19/2007	32.8	36.6					
2. Atlantic Avenue: between Clara Street and Santa Ana St	NB	06/19/2007	33.0	36.5	1.139	2.30	35	No	
	SB	06/19/2007	32.2	36.6					
3. Atlantic Avenue: between Santa Ana St and Patala Street	NB	06/19/2007	34.3	37.2	1.254	3.55	35	No	
	SB	06/19/2007	34.1	37.2					
4. Clara Street: between Salt Lake Avenue and Atlantic Avenue	EB	06/19/2007	27.2	31.0	2.087	1.98	25	No	
	WB	06/19/2007	28.1	32.1					
5. Clara Street: between Atlantic Avenue and Wilcox Avenue	EB	06/19/2007	27.9	30.3	2.314	1.98	25	No	
	WB	06/19/2007	26.6	29.6					
6. Clara Street: between Wilcox Avenue and River Road	EB	06/19/2007	28.5	32.1	1.567	1.98	25	No	
	WB	06/19/2007	29.0	32.4					
7. Elizabeth Street: between Atlantic Ave and Wilcox Avenue	EB	06/20/2007	23.4	27.2	1.571	1.98	25	No	
	WB	06/20/2007	23.8	27.1					
8. Elizabeth Street: between Wilcox Avenue and Park Avenue	EB	06/20/2007	23.0	26.3	9.646	1.98	25	No	
	WB	06/20/2007	23.4	27.2					
9. Otis Avenue: between Walnut Street and Flower Street	NB	06/20/2007	24.2	27.3	2.325	1.98	25	No	
	SB	06/20/2007	24.3	27.3					
10. Otis Avenue: between Flower Street and Salt Lake Avenue	NB	06/21/2007	24.6	27.5	0	1.98	25	No	
	SB	06/21/2007	25.1	27.5					
11. Patala Street: between Atlantic Ave and Wilcox Avenue	EB	06/19/2007	28.1	31.8	9.671	1.98	25	No	
	WB	06/19/2007	28.6	31.5					
12. Salt Lake Avenue: between Walnut Avenue and Olive Street	NB	06/19/2007	34.0	37.0	0	1.98	35	No	
	SB	06/19/2007	34.2	37.0					
13. Salt Lake Avenue: between Santa Ana St and Patala Street	NB	06/19/2007	35.4	40.6	0.562	1.98	35	No	
	SB	06/19/2007	37.0	40.2					
14. Santa Ana Street: between Salt Lake and Atlantic Avenue	EB	06/19/2007	29.4	31.9	1.351	1.98	25	No	
	WB	06/19/2007	29.0	32.0					
15. Santa Ana Street: between Atlantic Avenue and Wilcox Avenue	EB	06/20/2007	27.1	32.0	1.456	1.98	25	No	
	WB	06/20/2007	26.0	29.6					
16. Santa Ana Street: between Wilcox Avenue and Park Avenue	EB	06/20/2007	26.8	30.5	6.937	1.98	25	No	
	WB	06/20/2007	26.8	29.5					
17. Wilcox Avenue: between Walnut Street and Clara Street	NB	06/20/2007	27.9	30.8	1.344	1.98	25	No	
	SB	06/20/2007	27.9	30.5					
18. Wilcox Avenue: between Clara Street and Santa Ana Street	NB	06/20/2007	28.4	30.5	0.325	1.98	25	No	
	SB	06/20/2007	27.9	32.0					
19. Wilcox Avenue: between Santa Ana Street and Patala Street	NB	06/21/2007	28.3	31.6	0.897	1.98	25	No	
	SB	06/21/2007	28.0	30.4					

# **Engineering and Survey Summary Forms**

## **For Each Segment**

## City of Cudahy Engineering and Traffic Survey Summary

Street: ATLANTIC AVENUE NB  
Limits: FLORENCE AVENUE  
CLARA STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

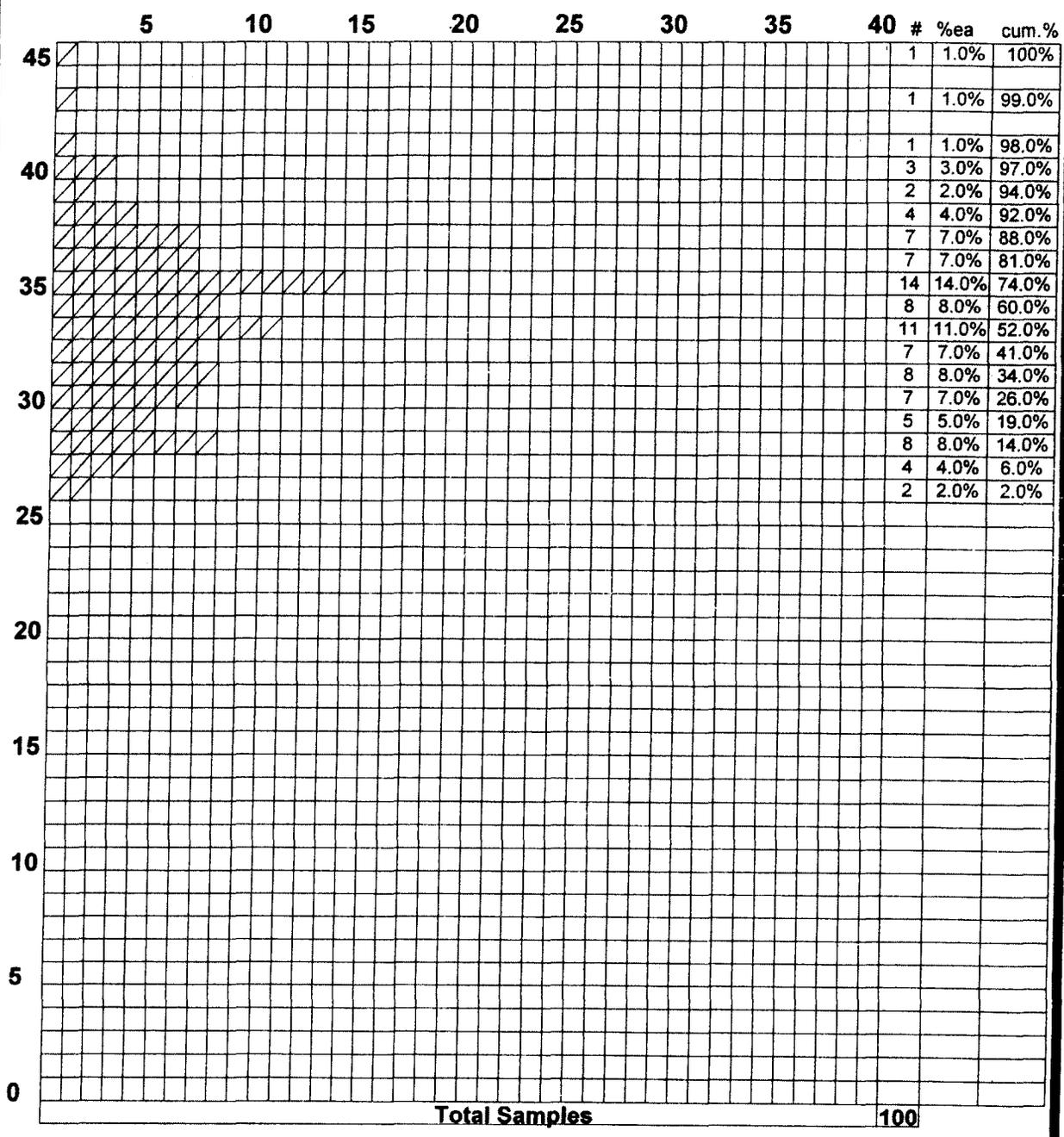
<b>Factors</b>	<b>Direction: <u>North</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	500' South of Live Oak		
85th Percentile	37.5		
10 mph Pace	29 - 38		
Percent in Pace	76.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 years )
Total Collisions	7		
Collision Rate (Acc/MVM)	1.155		
Expected Collision Rate	2.3		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	25339		
Length of Segment	1728		
Lane Configuration	2 Lanes with Raised Median		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, 2 hour parking		
Roadway Geometrics			
Comments	Desirable speed limit per 85th percentile is 35 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 1

**City of Cudahy  
Traffic Engineering Department**

Street Name: ATLANTIC AVENUE SB  
Limits: FLORENCE AVENUE to CLARA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 36.6  
50th Percentile Speed: 32.8  
15th Percentile Speed: 28.2  
10 MPH Pace: 28-37  
Number in Pace: 82  
Percent in Pace: 82.0%

Date of Survey: 6/19/2007 Start Time: 9:27  
Weather: Clear End Time: 9:58  
Road Condition: Good Posted Speed: 35  
Street Class.: Observer: GE  
Conditions not Apparent: Lots of driveways, 2 hour parking

# City of Cudahy Engineering and Traffic Survey Summary

Street: ATLANTIC AVENUE SB  
Limits: FLORENCE AVENUE  
CLARA STREET

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

<b>Factors</b>	<b>Direction:</b> <u>South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	500' South of Live Oak
85th Percentile	36.6
10 mph Pace	28 - 37
Percent in Pace	82.0%
Posted Speed Limit	35
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 years )
Total Collisions	7
Collision Rate (Acc/MVM)	1.155
Expected Collision Rate	2.3
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	25339
Length of Segment	1728
Lane Configuration	2 Lanes with Raised Median
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	Lots of driveways, 2 hour parking
Roadway Geometrics	
Comments	Desirable speed limit per 85th percentile is 35 mph.
<b><u>E. Adjacent Land Use</u></b>	
	Commercial
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 2

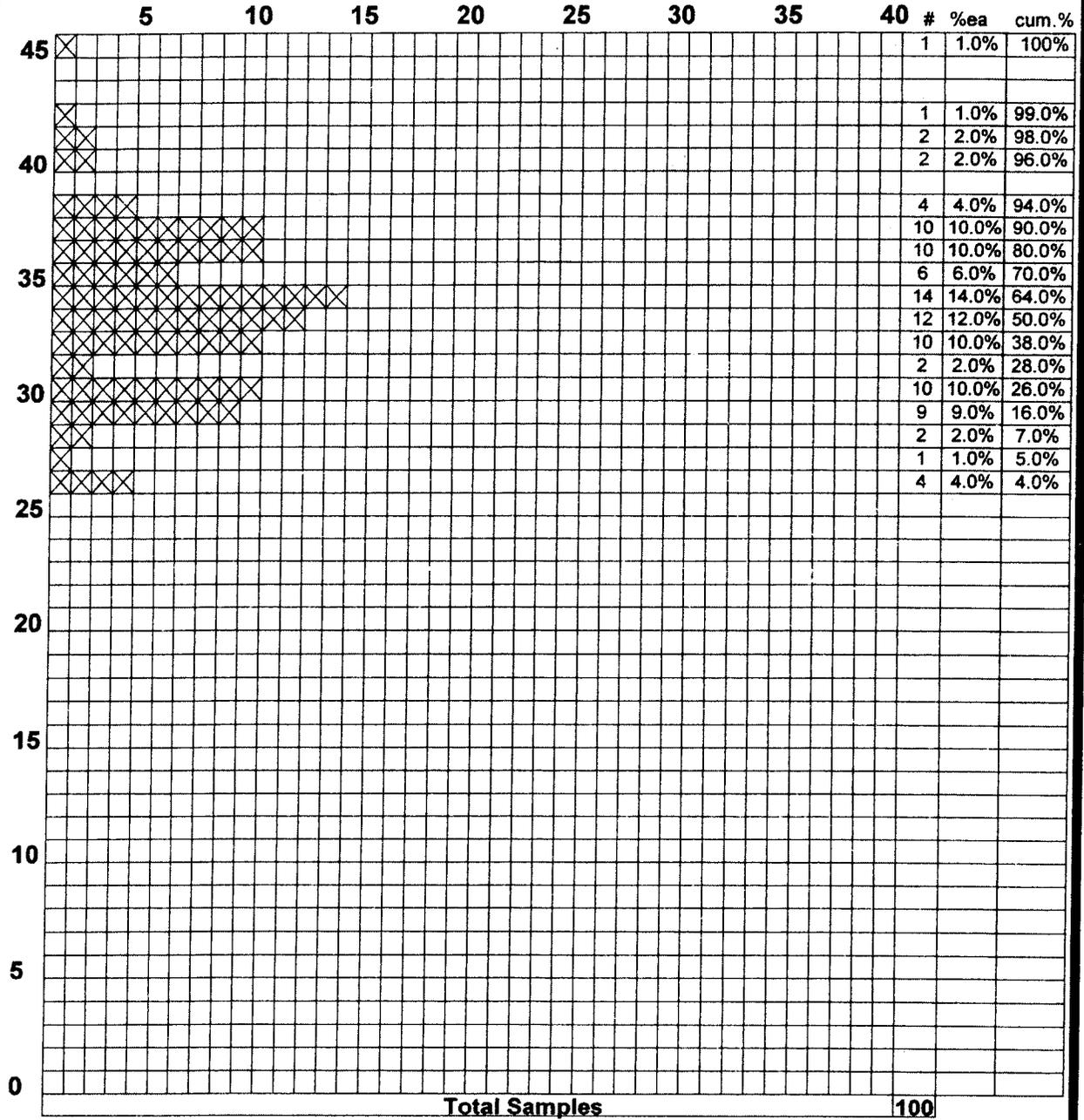
**City of Cudahy  
Traffic Engineering Department**

Street Name: ATLANTIC AVENUE NB

Limits: CLARA STREET to SANTA ANA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: <u>36.5</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>10:00</u>
50th Percentile Speed: <u>33.0</u>	Weather: <u>Clear</u>	End Time: <u>10:48</u>
15th Percentile Speed: <u>28.9</u>	Road Condition: <u>Good</u>	Posted Speed: <u>35</u>
10 MPH Pace: <u>29-38</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>87</u>	Conditions not Apparent:	School xwalks, 2 hour parking, lots of driveways, moderate peds
Percent in Pace: <u>87.0%</u>		

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: ATLANTIC AVENUE NB  
Limits: CLARA STREET  
SANTA ANA STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

<b>Factors</b>	<b>Direction: <u>North</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	South of Elizabeth Street		
85th Percentile	36.5		
10 mph Pace	29 - 38		
Percent in Pace	87.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	7		
Collision Rate (Acc/MVM)	1.139		
Expected Collision Rate	2.3		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	25339		
Length of Segment	1752		
Lane Configuration	2 Lanes with Raised Median		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	School xwalks, 2 hour parking, lots of driveways, moderate peds		
Roadway Geometrics			
Comments	Desirable limit per 85th percentile is 35 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 4

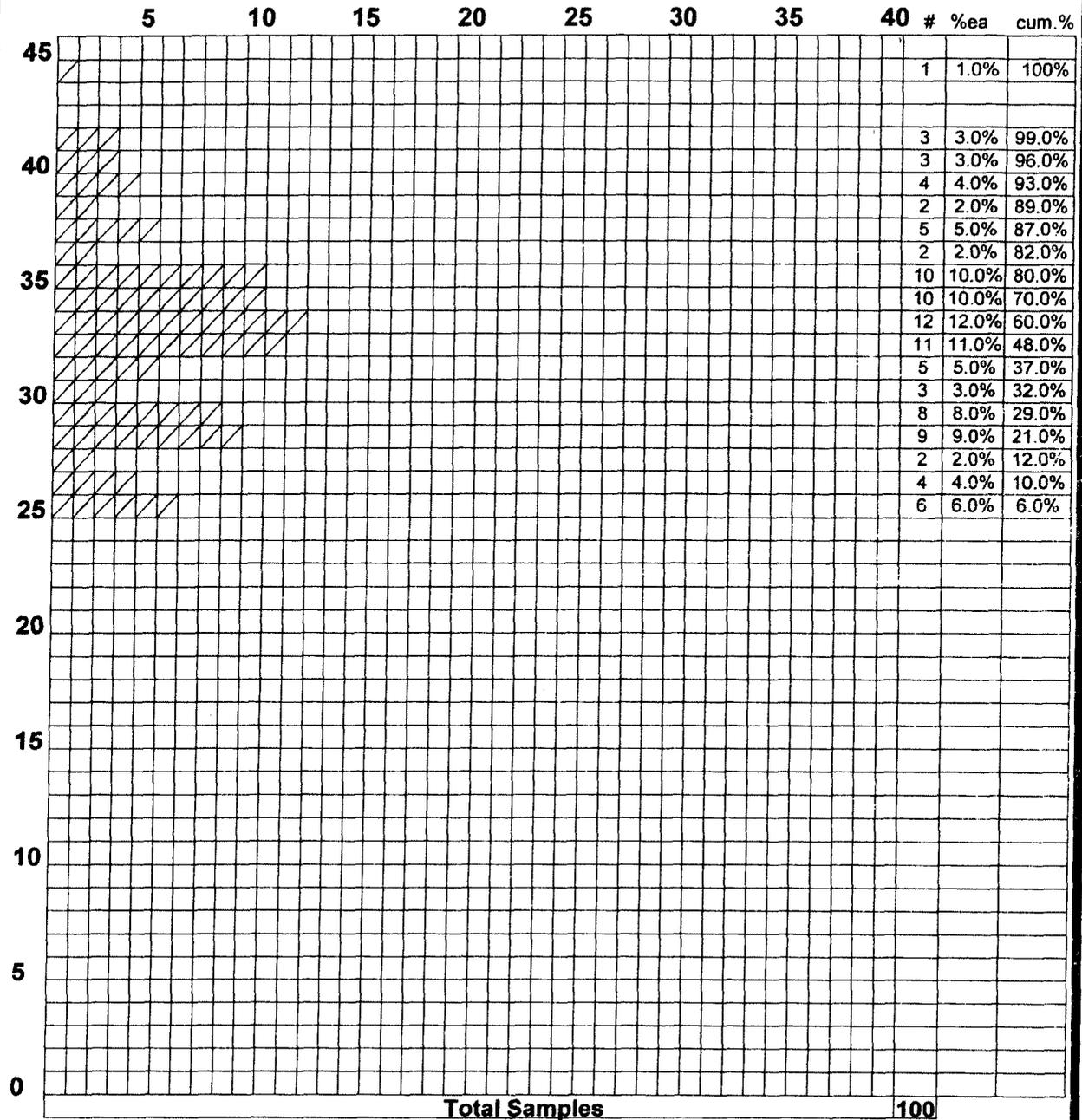
**City of Cudahy  
Traffic Engineering Department**

Street Name: ATLANTIC AVENUE SB

Limits: CLARA STREET to SANTA ANA STREET

**Radars Survey Sheet**

X=North / =South



85th Percentile Speed: 36.6  
 50th Percentile Speed: 32.2  
 15th Percentile Speed: 27.3  
 10 MPH Pace: 28- 37  
 Number in Pace: 75  
 Percent in Pace: 75.0%

Date of Survey: 6/19/2007      Start Time: 10:10  
 Weather: Clear      End Time: 10:54  
 Road Condition: Good      Posted Speed: 35  
 Street Class.:      Observer: GE  
 Conditions not Apparent: School xwalks, 2 hour parking, lots of driveways, moderate peds

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: ATLANTIC AVENUE SB  
Limits: CLARA STREET  
SANTA ANA STREET

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

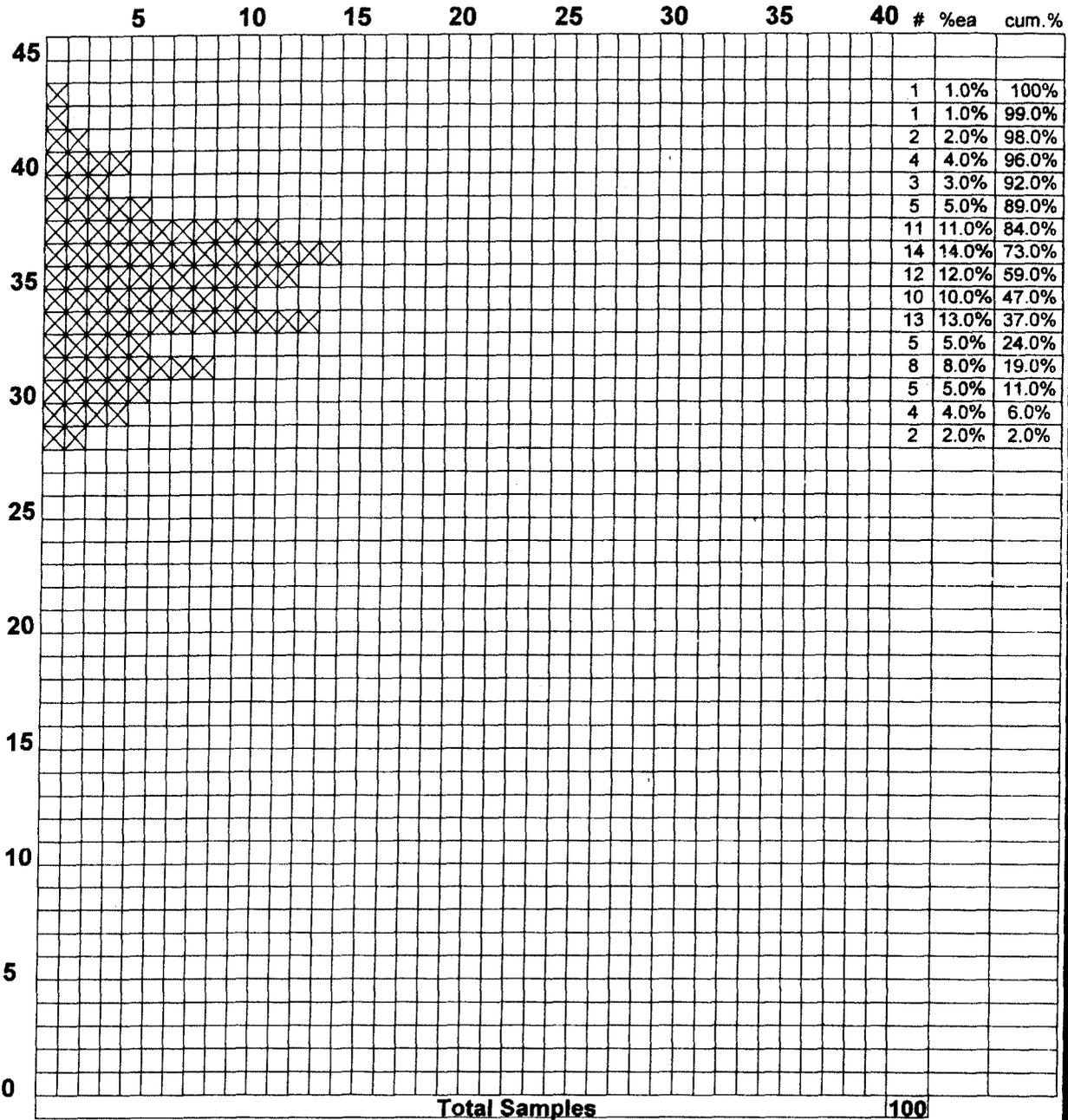
<b>Factors</b>	<b>Direction: <u>South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	South of Elizabeth Street		
85th Percentile	36.6		
10 mph Pace	28 - 37		
Percent in Pace	75.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	7		
Collision Rate (Acc/MVM)	1.139		
Expected Collision Rate	2.3		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	25339		
Length of Segment	1752		
Lane Configuration	2 Lanes with Raised Median		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	School xwalks, 2 hour parking, lots of driveways, moderate peds		
Roadway Geometrics			
Comments	Desirable limit per 85th percentile is 35 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 3

**City of Cudahy  
Traffic Engineering Department**

Street Name: ATLANTIC AVENUE NB  
Limits: SANTA ANA STREET to PATATA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 37.2  
50th Percentile Speed: 34.3  
15th Percentile Speed: 30.5  
10 MPH Pace: 29-38  
Number in Pace: 87  
Percent in Pace: 87.0%

Date of Survey: 6/19/2007  
Weather: Clear  
Road Condition: Good  
Street Class.:  
Conditions not Apparent:

Start Time: 11:15  
End Time: 12:04  
Posted Speed: 35  
Observer: GE

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: ATLANTIC AVENUE NB  
Limits: SANTA ANA STREET  
PATATA STREET

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

<b>Factors</b>	<b>Direction: <u>North</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	North of Ardine Street		
85th Percentile	37.2		
10 mph Pace	29 - 38		
Percent in Pace	87.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	8		
Collision Rate (Acc/MVM)	1.254		
Expected Collision Rate	3.55		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	23711		
Length of Segment	1944		
Lane Configuration	2 Lanes with Left Turn Channelization		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions			
Roadway Geometrics			
Comments	Desirable speed limit per 85th percentile is 35 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Commercial/Industrial		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 6

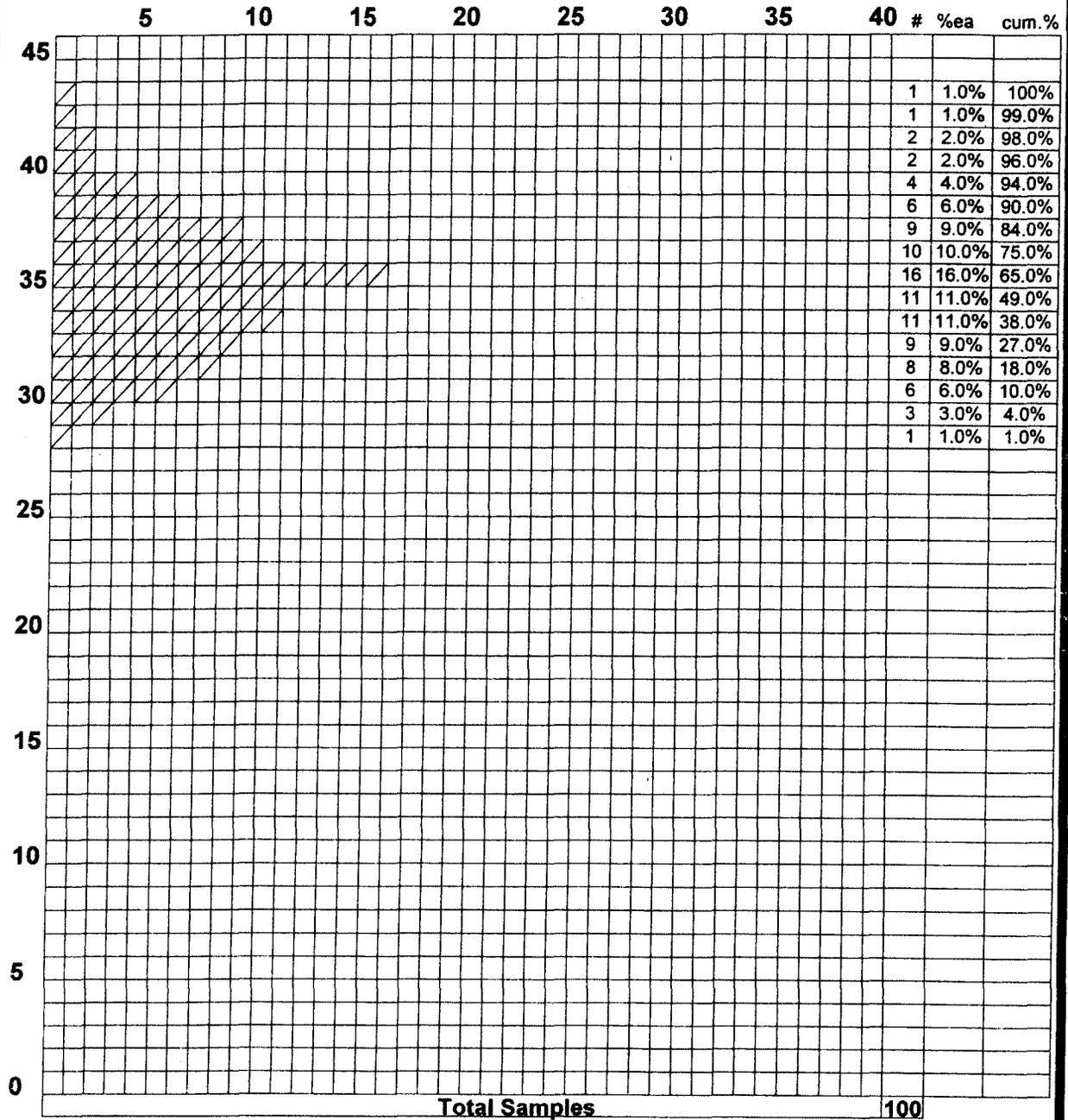
**City of Cudahy  
Traffic Engineering Department**

Street Name: ATLANTIC AVENUE SB

Limits: SANTA ANA STREET to PATATA STREET

**Radar Survey Sheet**

X=North I=South



85th Percentile Speed: 37.2  
 50th Percentile Speed: 34.1  
 15th Percentile Speed: 30.6  
 10 MPH Pace: 30-39  
 Number in Pace: 90  
 Percent in Pace: 90.0%

Date of Survey: 6/19/2007  
 Weather: Clear  
 Road Condition: Good  
 Street Class.:  
 Conditions not Apparent:

Start Time: 11:15  
 End Time: 11:55  
 Posted Speed: 35  
 Observer: GE

# City of Cudahy Engineering and Traffic Survey Summary

Street: ATLANTIC AVENUE SB  
Limits: SANTA ANA STREET  
PATATA STREET

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

Factors	Direction: <u>South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	North of Ardine Street
85th Percentile	37.2
10 mph Pace	30 - 39
Percent in Pace	90.0%
Posted Speed Limit	35
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	8
Collision Rate (Acc/MVM)	1.254
Expected Collision Rate	3.55
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	23711
Length of Segment	1944
Lane Configuration	2 Lanes Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	
Roadway Geometrics	
Comments	Desirable limit per 85th percentile is 35 mph.
<b><u>E. Adjacent Land Use</u></b>	
	Commercial/Industrial
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 5

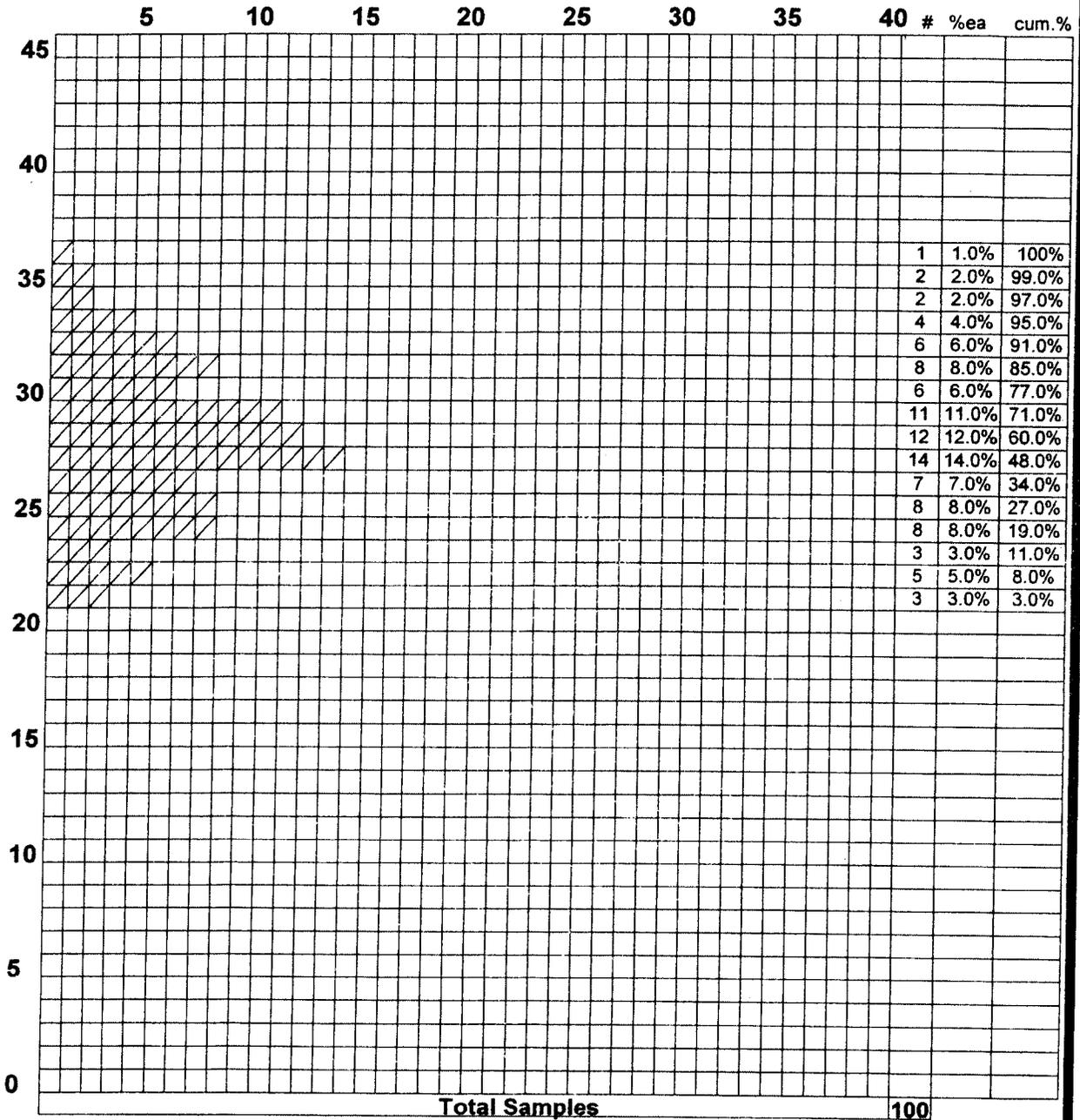
**City of Cudahy  
Traffic Engineering Department**

Street Name: CLARA STREET EB

Limits: SALT LAKE AVENUE to ATLANTIC AVENUE

**Radar Survey Sheet**

X=West / =East



85th Percentile Speed: 31.0  
 50th Percentile Speed: 27.2  
 15th Percentile Speed: 23.5  
 10 MPH Pace: 24-33  
 Number in Pace: 84  
 Percent in Pace: 84.0%

Date of Survey: 6/19/2007      Start Time: 14:20  
 Weather: Clear      End Time: 15:12  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: School xwalk, school zone areas, lots of driveways, parking on both sides

# City of Cudahy Engineering and Traffic Survey Summary

Street: CLARA STREET EB  
Limits: SALT LAKE AVENUE  
ATLANTIC AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

<b>Factors</b>	<b>Direction: <u>East</u></b>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Mid Block Otis Avenue to Atlantic Avenue
85th Percentile	31.0
10 mph Pace	24 - 33
Percent in Pace	84.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	7
Collision Rate (Acc/MVM)	2.087
Expected Collision Rate	1.98
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	6729
Length of Segment	3600
Lane Configuration	Single Lane Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	School xwalk, school zone areas, lots of driveways, parking on both sides
Roadway Geometrics	Narrow
Comments	Desirable speed per 85th percentile is 30 mph. Post speed at 25 mph due to existing roadway characteristics and school zone.
<b><u>E. Adjacent Land Use</u></b>	
	Single and Multi Family Residential School
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 7

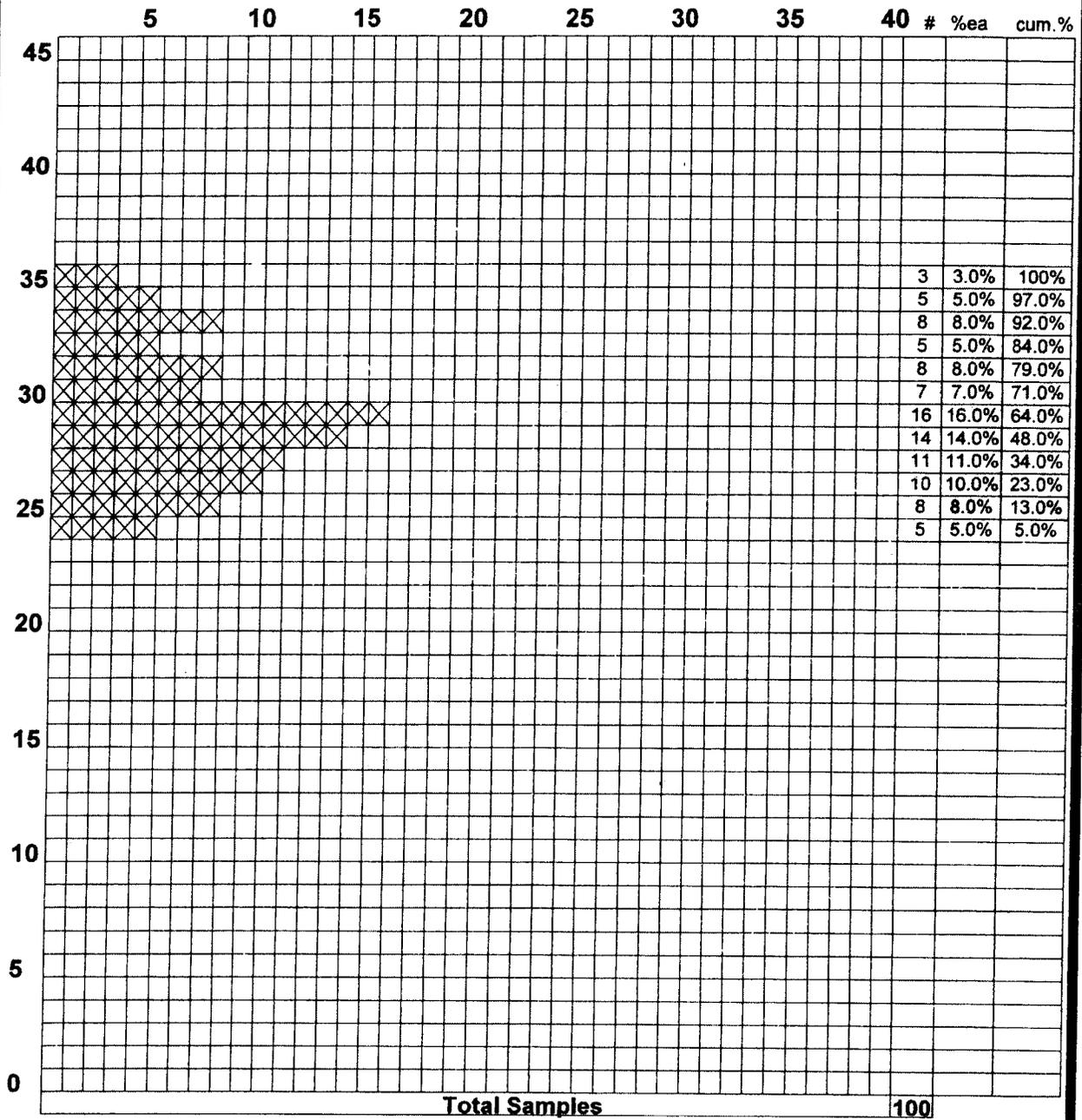
## City of Cudahy Traffic Engineering Department

Street Name: CLARA STREET WB

Limits: SALT LAKE AVENUE to ATLANTIC AVENUE

### Radar Survey Sheet

X=West /=East



85th Percentile Speed: 32.1  
 50th Percentile Speed: 28.1  
 15th Percentile Speed: 25.2  
 10 MPH Pace: 24-33  
 Number in Pace: 92  
 Percent in Pace: 92.0%

Date of Survey: 6/19/2007      Start Time: 14:20  
 Weather: Clear      End Time: 15:18  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: School xing, school zone, lots of driveways, parking on both sides

# City of Cudahy Engineering and Traffic Survey Summary

Street: CLARA STREET WB  
Limits: SALT LAKE AVENUE  
ATLANTIC AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

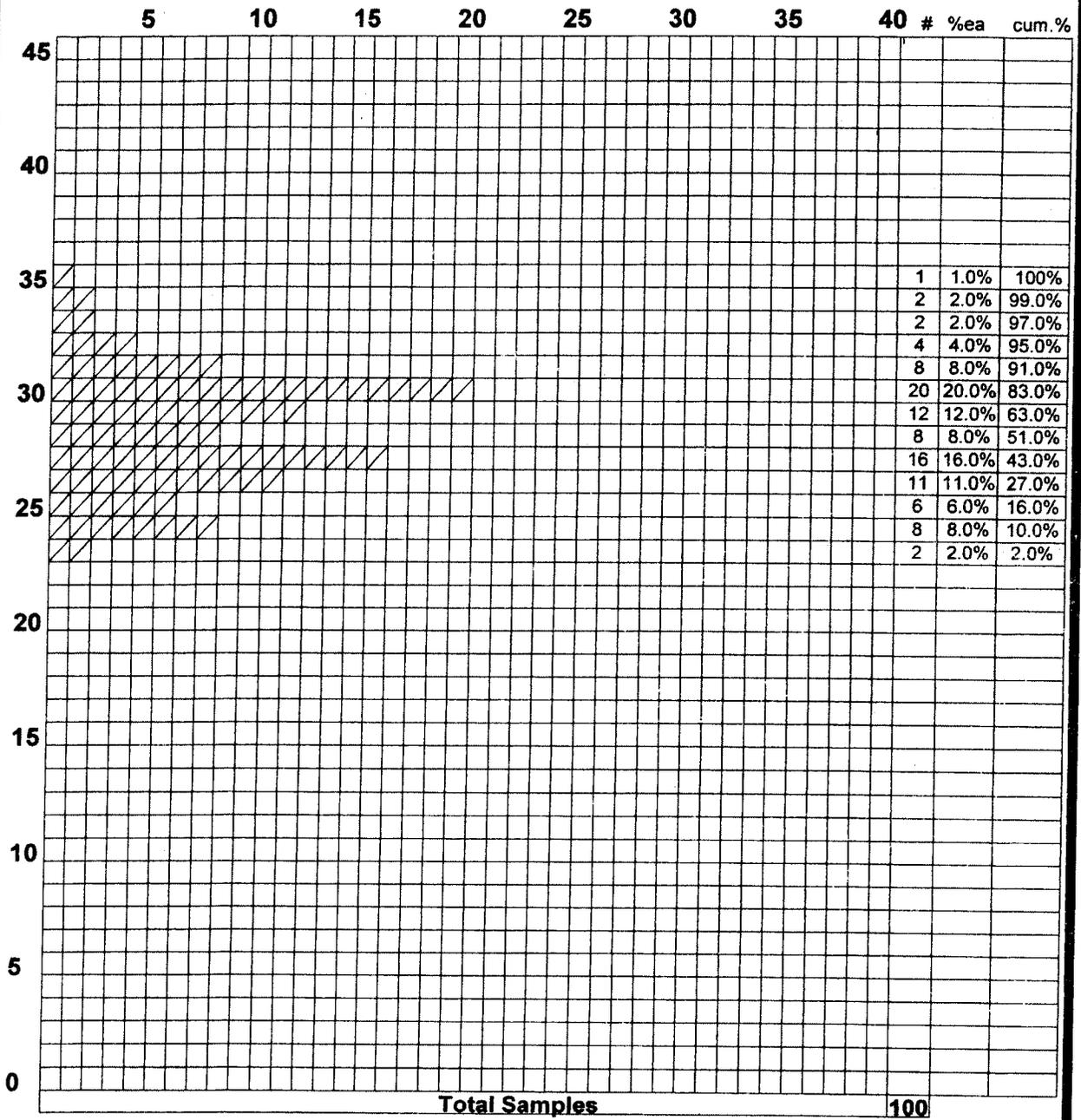
<b>Factors</b>	<b>Direction:</b> <u>West</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Mid Block Otis Avenue to Atlantic Avenue
85th Percentile	32.1
10 mph Pace	24 - 33
Percent in Pace	92.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	7
Collision Rate (Acc/MVM)	2.087
Expected Collision Rate	1.98
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	6729
Length of Segment	3600
Lane Configuration	Single Lane Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	School xing, school zone, lots of driveways, parking on both sides
Roadway Geometrics	Narrow
Comments	Desirable posted limit per 85th percentile is 30 mph. Post speed limit at 25 mph due to existing roadway conditions and school zone area.
<b><u>E. Adjacent Land Use</u></b>	
	Single and MultiFamily Residential School
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 8

**City of Cudahy  
Traffic Engineering Department**

Street Name: CLARA STREET EB  
Limits: ATLANTIC AVENUE to WILCOX AVENUE

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: <u>30.3</u>	Date of Survey: <u>6/19/2007</u>	Start Time: <u>13:20</u>
50th Percentile Speed: <u>27.9</u>	Weather: <u>Clear</u>	End Time: <u>13:59</u>
15th Percentile Speed: <u>24.8</u>	Road Condition: <u>Good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>23- 32</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>95</u>	Conditions not	Speed bumps, school xwalks
Percent in Pace: <u>95.0%</u>	Apparent:	

## City of Cudahy Engineering and Traffic Survey Summary

Street: CLARA STREET EB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

<b>Factors</b>	<b>Direction:</b> <u>East</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Mid Block 200' West of Speed Bump
85th Percentile	30.3
10 mph Pace	23 - 32
Percent in Pace	95.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	8
Collision Rate (Acc/MVM)	2.314
Expected Collision Rate	1.98
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	9459
Length of Segment	2640
Lane Configuration	Single Lane Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	Speed bumps, school xwalks
Roadway Geometrics	
Comments	Desirable posted limit per 85th percentile is 30 mph. Due to existing roadway conditions and collision rate, post limit at 25 mph.
<b><u>E. Adjacent Land Use</u></b>	
	Multi Family Residential
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 10

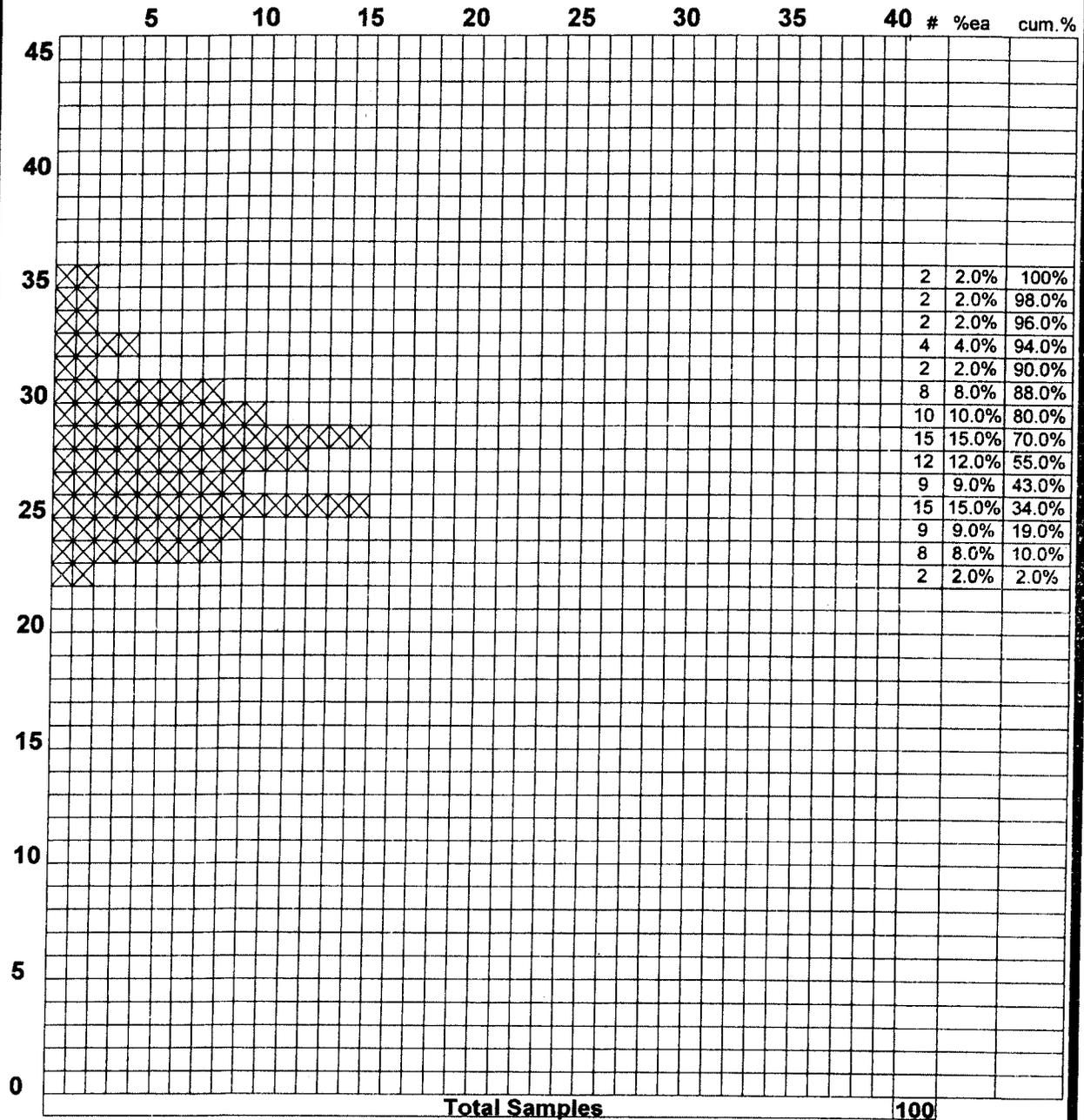
## City of Cudahy Traffic Engineering Department

Street Name: CLARA STREET WB

Limits: ATLANTIC AVENUE to WILCOX AVENUE

### Radar Survey Sheet

X=West /=East



85th Percentile Speed: 29.6  
 50th Percentile Speed: 26.6  
 15th Percentile Speed: 23.6  
 10 MPH Pace: 23- 32  
 Number in Pace: 92  
 Percent in Pace: 92.0%

Date of Survey: 6/19/2007      Start Time: 13:20  
 Weather: Clear      End Time: 14:05  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Speed bumps, school xwalks

## City of Cudahy Engineering and Traffic Survey Summary

Street: CLARA STREET WB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

<b>Factors</b>	<b>Direction: <u>West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Block 200' West of Speed Bump		
85th Percentile	29.6		
10 mph Pace	23 - 32		
Percent in Pace	92.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	8		
Collision Rate (Acc/MVM)	2.314		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	9459		
Length of Segment	2640		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Speed bumps, school xwalks		
Roadway Geometrics			
Comments	Desirable posted speed limit is 30 mph. Due to existing roadway conditions and collision rate, post speed at 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 9

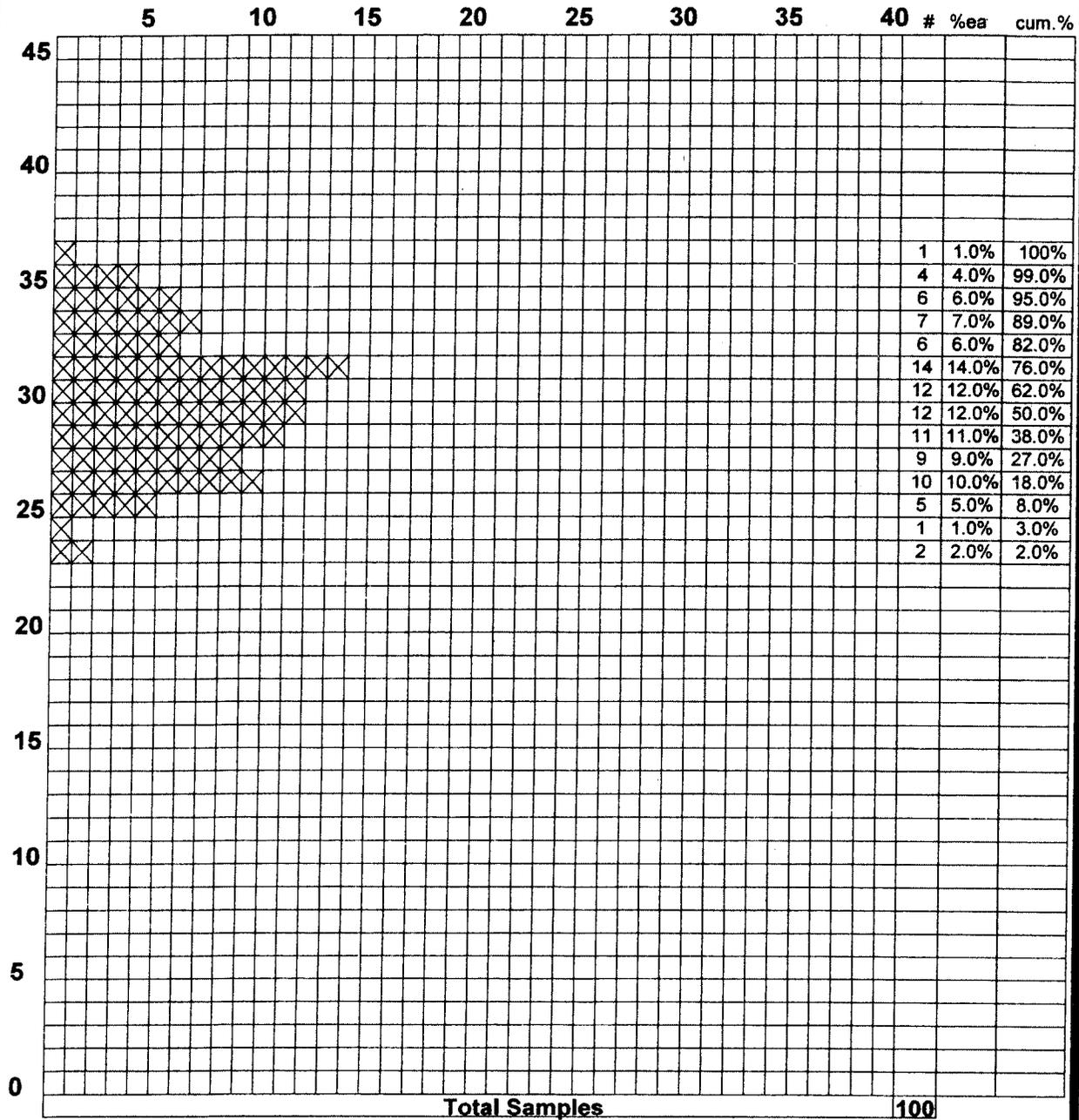
**City of Cudahy  
Traffic Engineering Department**

Street Name: CLARA STREET WB

Limits: WILCOX AVENUE to RIVER ROAD

**Radar Survey Sheet**

X=West / =East



85th Percentile Speed: 32.4  
 50th Percentile Speed: 29.0  
 15th Percentile Speed: 25.7  
 10 MPH Pace: 25- 34  
 Number in Pace: 92  
 Percent in Pace: 92.0%

Date of Survey: 6/19/2007      Start Time: 12:25  
 Weather: Clear      End Time: 13:04  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Lots of driveways, parking on both sides

# City of Cudahy Engineering and Traffic Survey Summary

Street: CLARA STREET WB  
Limits: WILCOX AVENUE  
RIVER ROAD

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

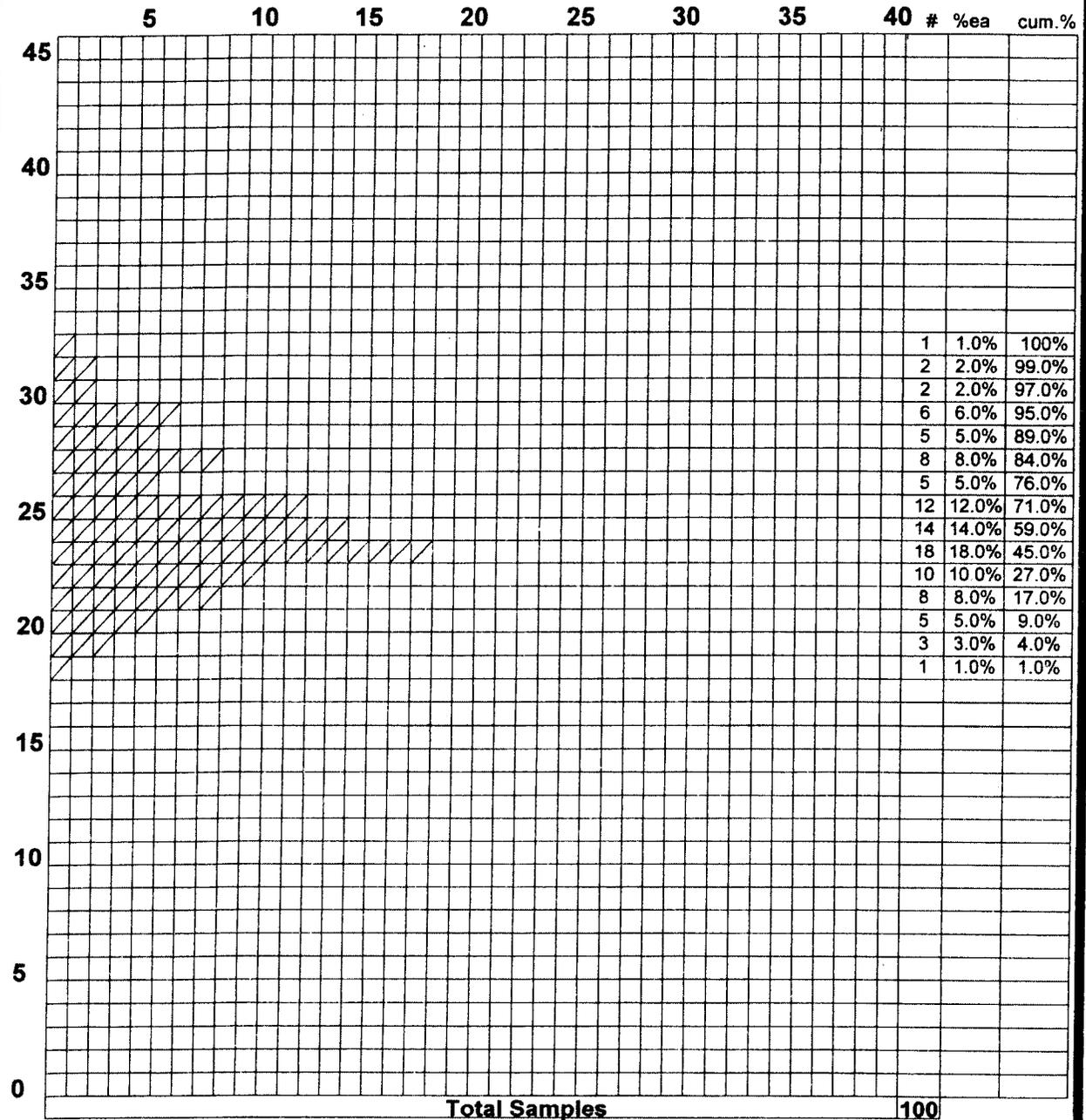
<b>Factors</b>		<b>Direction: <u>West</u></b>	
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Block		
85th Percentile	32.4		
10 mph Pace	25 - 34		
Percent in Pace	92.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	7		
Collision Rate (Acc/MVM)	1.567		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	15817		
Length of Segment	2040		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, parking on both sides		
Roadway Geometrics	Vertical Curve at end		
Comments	Desirable posted limit per 85th percentile is 30 mph. Due to existing roadway conditions post speed at 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 12

**City of Cudahy  
Traffic Engineering Department**

Street Name: ELIZABETH STREET EB  
Limits: ATLANTIC AVENUE to WILCOX AVENUE

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: <u>27.2</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>12:50</u>
50th Percentile Speed: <u>23.4</u>	Weather: <u>Clear</u>	End Time: <u>13:42</u>
15th Percentile Speed: <u>20.8</u>	Road Condition: <u>Good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>20-29</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>91</u>	Conditions not Apparent:	Speed bumps, unprotected xwalk, lots of driveways, heavy parking
Percent in Pace: <u>91.0%</u>		

# City of Cudahy Engineering and Traffic Survey Summary

Street: ELIZABETH STREET EB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

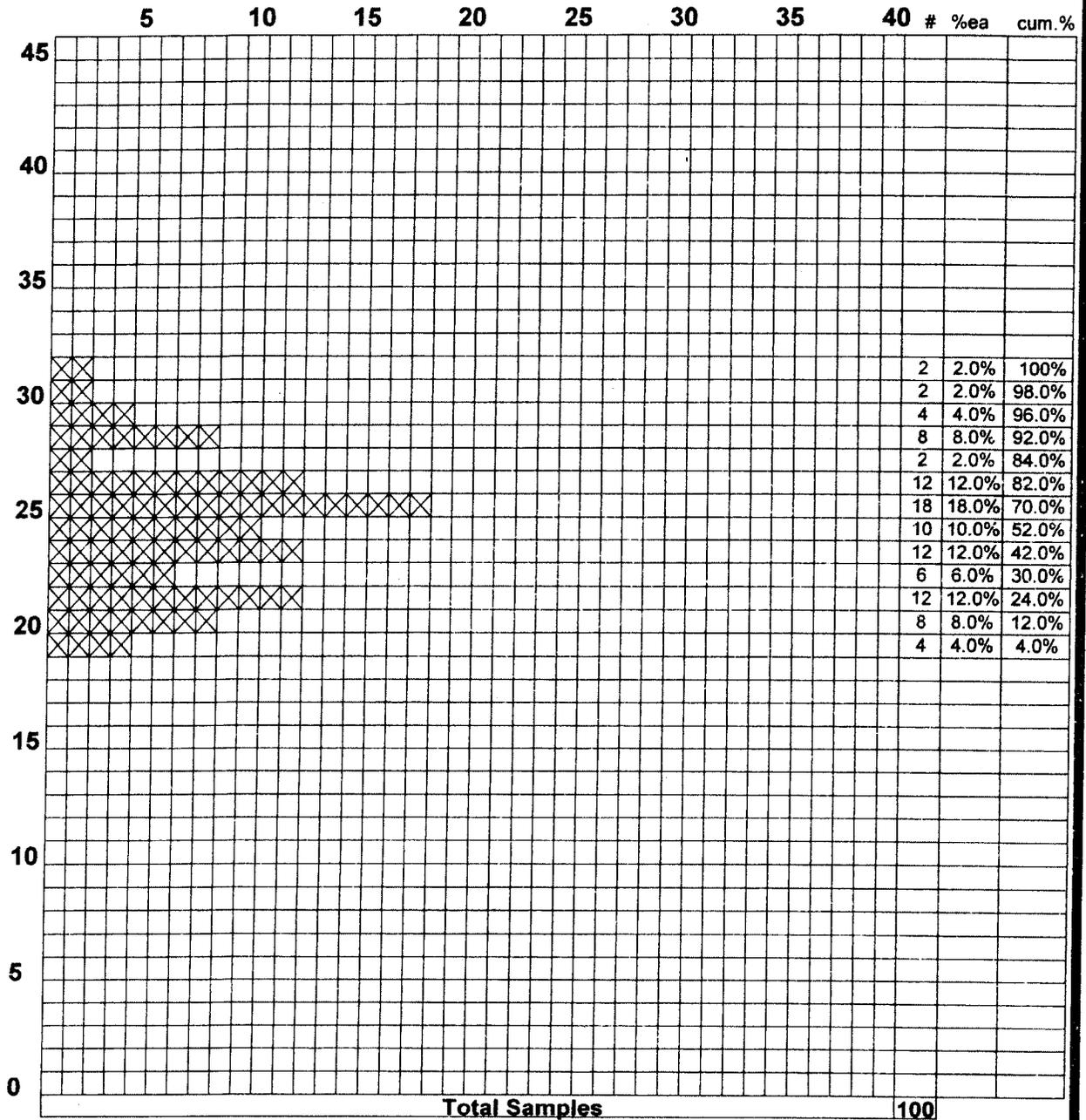
<b>Factors</b>	<b>Direction: <u>East</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	East of East Speed Bump		
85th Percentile	27.2		
10 mph Pace	20 - 29		
Percent in Pace	91.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	1.571		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	5865		
Length of Segment	2352		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Speed bumps, unprotected xwalk, lots of driveways, heavy parking		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Residential/School/Retail		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 13

**City of Cudahy  
Traffic Engineering Department**

Street Name: ELIZABETH STREET WB  
Limits: ATLANTIC AVENUE to WILCOX AVENUE

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: 27.1  
50th Percentile Speed: 23.8  
15th Percentile Speed: 20.3  
10 MPH Pace: 19-28  
Number in Pace: 92  
Percent in Pace: 92.0%

Date of Survey: 6/20/2007      Start Time: 12:50  
Weather: Clear      End Time: 13:49  
Road Condition: Good      Posted Speed: 25  
Street Class.:      Observer: GE  
Conditions not Apparent: Speed bumps, unprotected xwalk, heavy parking, lots of driveways.

# City of Cudahy Engineering and Traffic Survey Summary

Street: ELIZABETH STREET WB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

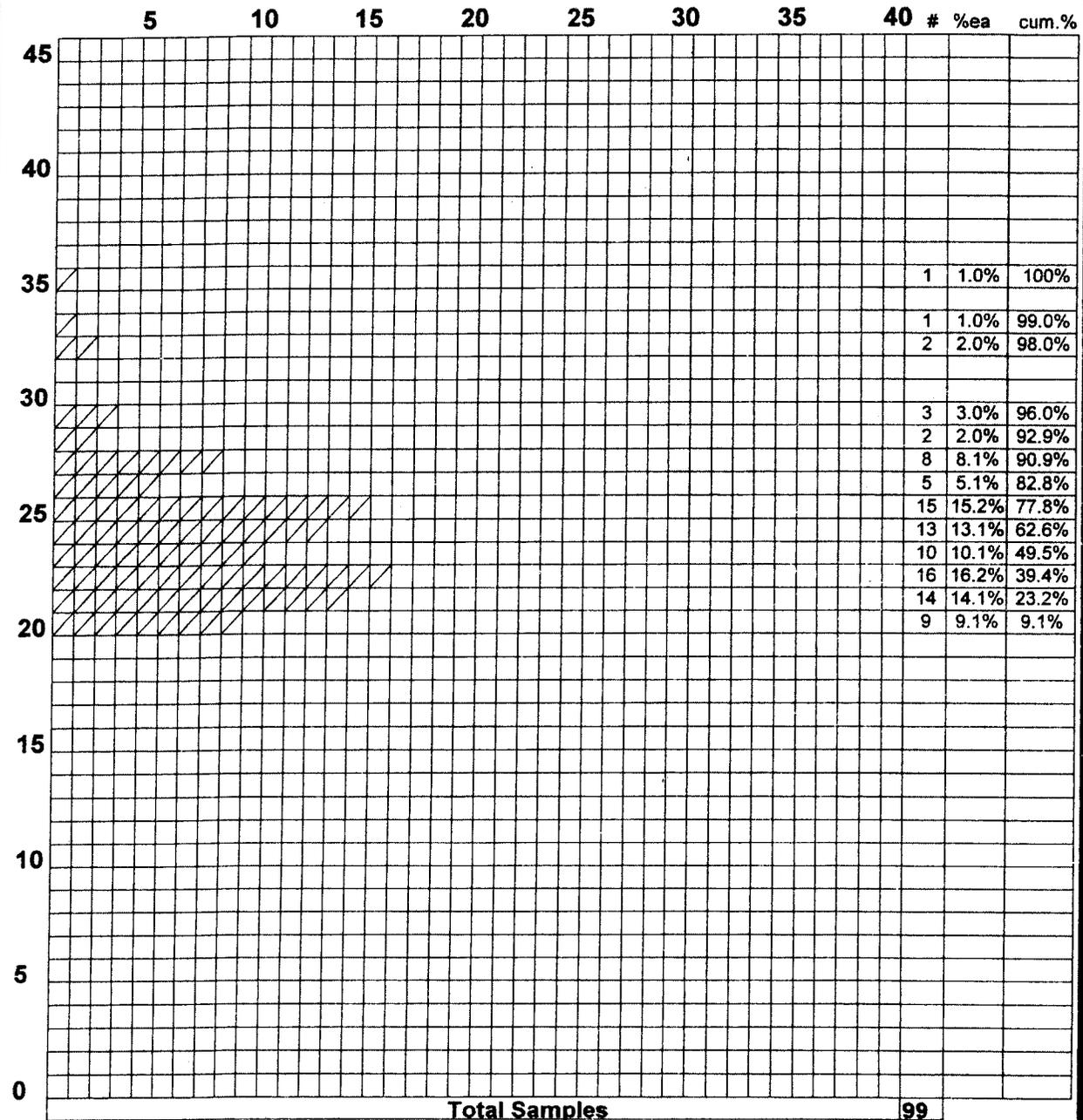
<b>Factors</b>	<b>Direction: <u>West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	East of East Speed Bump		
85th Percentile	27.1		
10 mph Pace	19 - 28		
Percent in Pace	92.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	1.571		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	5865		
Length of Segment	2352		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Speed bumps, unprotected xwalk, heavy parking, lots of driveways.		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential School		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 14

**City of Cudahy  
Traffic Engineering Department**

Street Name: ELIZABETH STREET EB  
Limits: WILCOX AVENUE to PARK AVENUE

**Radars Survey Sheet**

X=West /=East



85th Percentile Speed: <u>26.3</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>11:05</u>
50th Percentile Speed: <u>23.0</u>	Weather: <u>Clear</u>	End Time: <u>12:02</u>
15th Percentile Speed: <u>20.6</u>	Road Condition: <u>Good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>20-29</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>95</u>	Conditions not Apparent: <u>Speed bumps, lots of driveways</u>	
Percent in Pace: <u>96.0%</u>		

## City of Cudahy Engineering and Traffic Survey Summary

Street: ELIZABETH STREET EB  
Limits: WILCOX AVENUE  
PARK AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

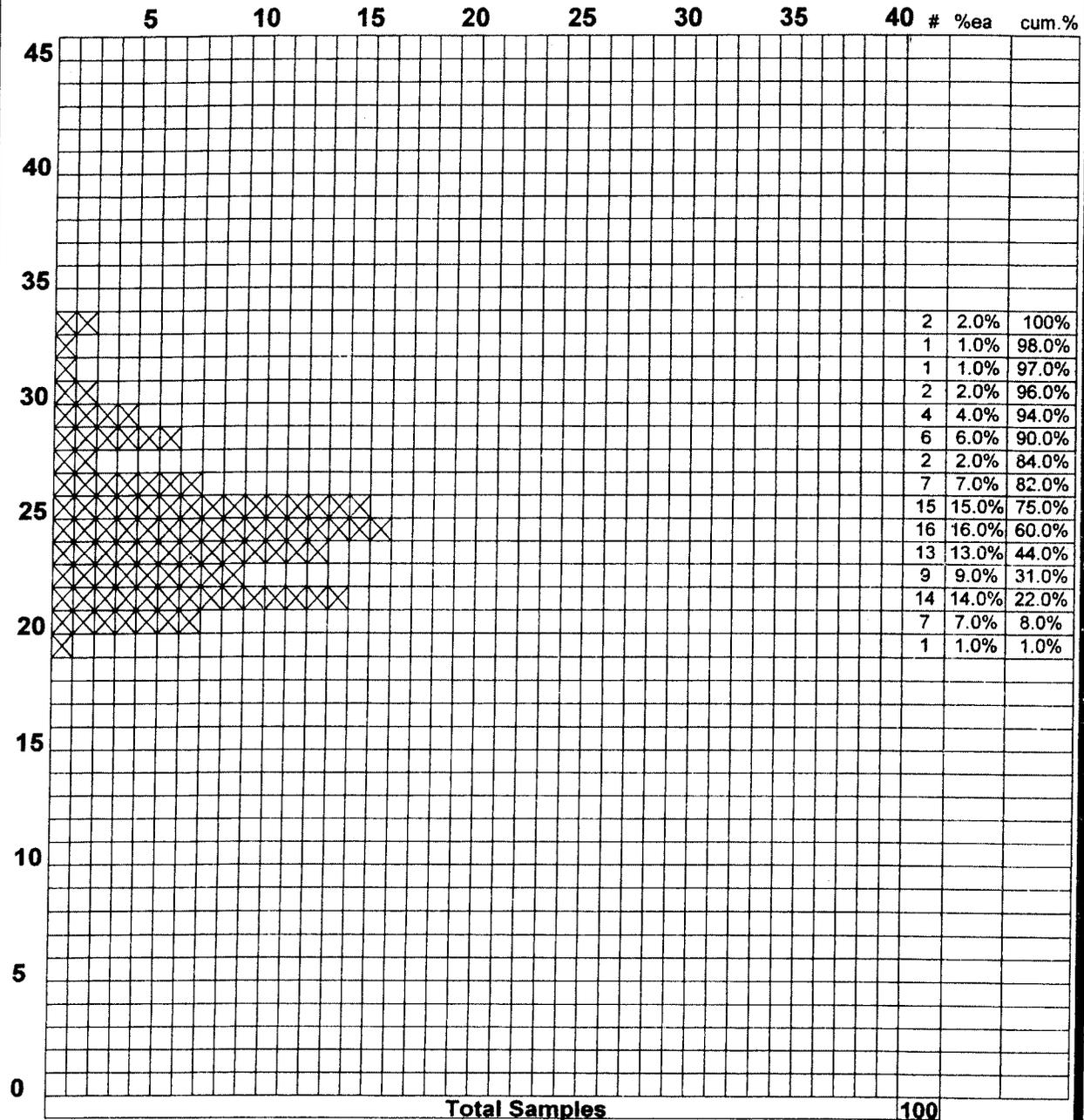
<b>Factors</b>	<b>Direction: <u>East</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Block		
85th Percentile	26.3		
10 mph Pace	20 - 29		
Percent in Pace	96.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	5		
Collision Rate (Acc/MVM)	9.646		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	2400		
Length of Segment	1560		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Speed bumps, lots of driveways		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 25 mph. Segment has high accident rate.		
<b><u>E. Adjacent Land Use</u></b>			
	Single and Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 15

**City of Cudahy  
Traffic Engineering Department**

Street Name: ELIZABETH STREET WB  
Limits: WILCOX AVENUE to PARK AVENUE

**Radars Survey Sheet**

X=West /=East



85th Percentile Speed: <u>27.2</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>11:05</u>
50th Percentile Speed: <u>23.4</u>	Weather: <u>Clear</u>	End Time: <u>12:35</u>
15th Percentile Speed: <u>20.5</u>	Road Condition: <u>Good</u>	Posted Speed:
10 MPH Pace: <u>20-29</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>93</u>	Conditions not Apparent: <u>Speed bumps, lots of driveways</u>	
Percent in Pace: <u>93.0%</u>		

## City of Cudahy Engineering and Traffic Survey Summary

Street: ELIZABETH STREET WB  
Limits: WILCOX AVENUE  
PARK AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

<b>Factors</b>	<b>Direction: <u>West</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Block		
85th Percentile	27.2		
10 mph Pace	20 - 29		
Percent in Pace	93.0%		
Posted Speed Limit			
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	5		
Collision Rate (Acc/MVM)	9.646		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	2400		
Length of Segment	1560		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Speed bumps, lots of driveways		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 25 mph. Segment has high accident rate.		
<b><u>E. Adjacent Land Use</u></b>			
	Single and Multi Family Residential		
Posted Speed Limit			
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 16

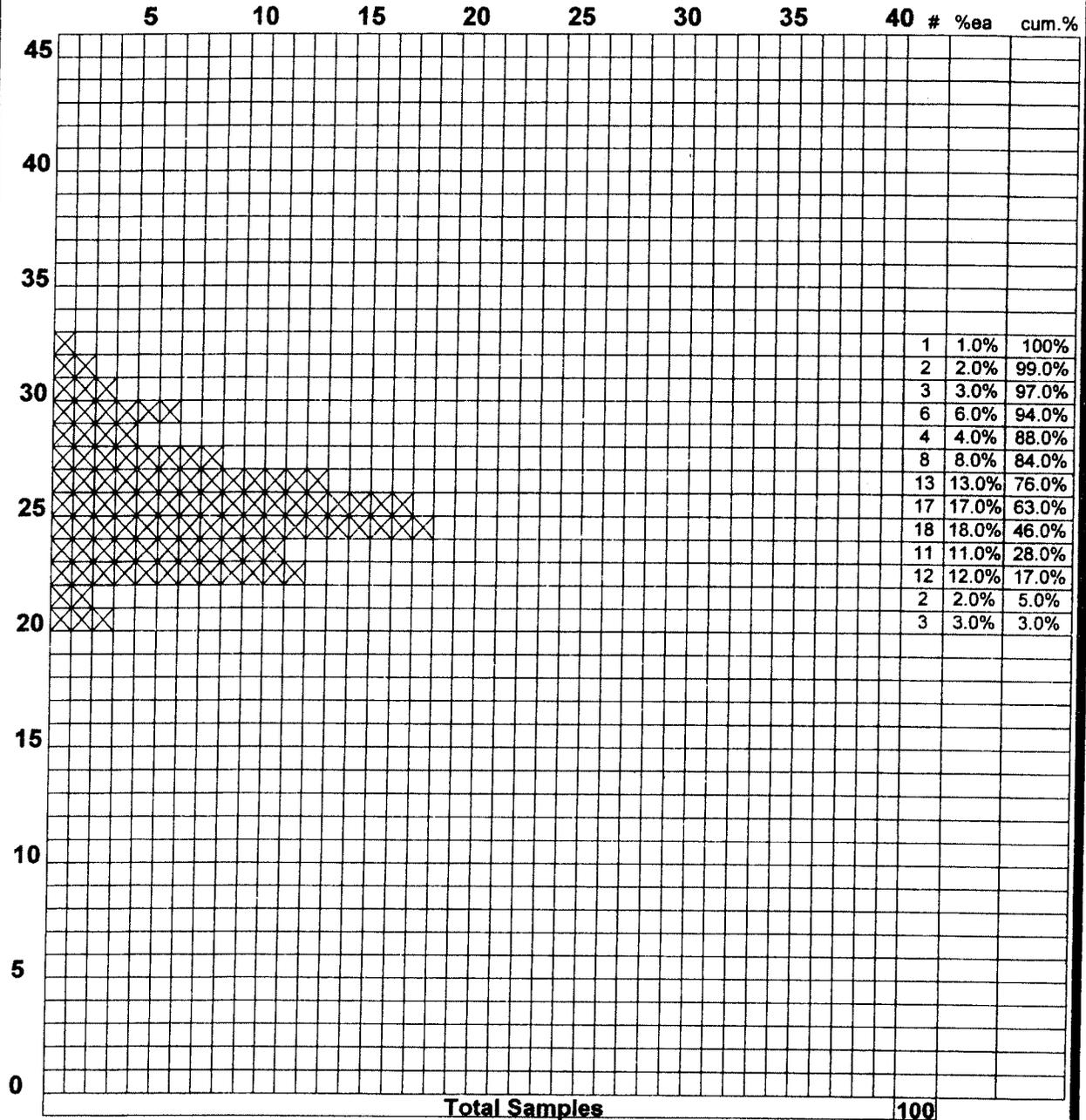
**City of Cudahy  
Traffic Engineering Department**

Street Name: OTIS AVENUE NB

Limits: WALNUT STREET to FLOWER STREET

**Radars Survey Sheet**

X=North /=South



85th Percentile Speed: 27.3  
 50th Percentile Speed: 24.2  
 15th Percentile Speed: 21.8  
 10 MPH Pace: 20-29  
 Number in Pace: 94  
 Percent in Pace: 94.0%

Date of Survey: 6/20/2007      Start Time: 14:00  
 Weather: Clear      End Time: 14:46  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Unprotected xwalk, lots of driveways

# City of Cudahy Engineering and Traffic Survey Summary

Street: OTIS AVENUE NB  
Limits: WALNUT STREET  
FLOWER STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

<b>Factors</b>	<b>Direction: <u>North</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	North of Flower Street		
85th Percentile	27.3		
10 mph Pace	20 - 29		
Percent in Pace	94.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	2.325		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	9959		
Length of Segment	936		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Unprotected xwalk, lots of driveways		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Single anfd Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 18

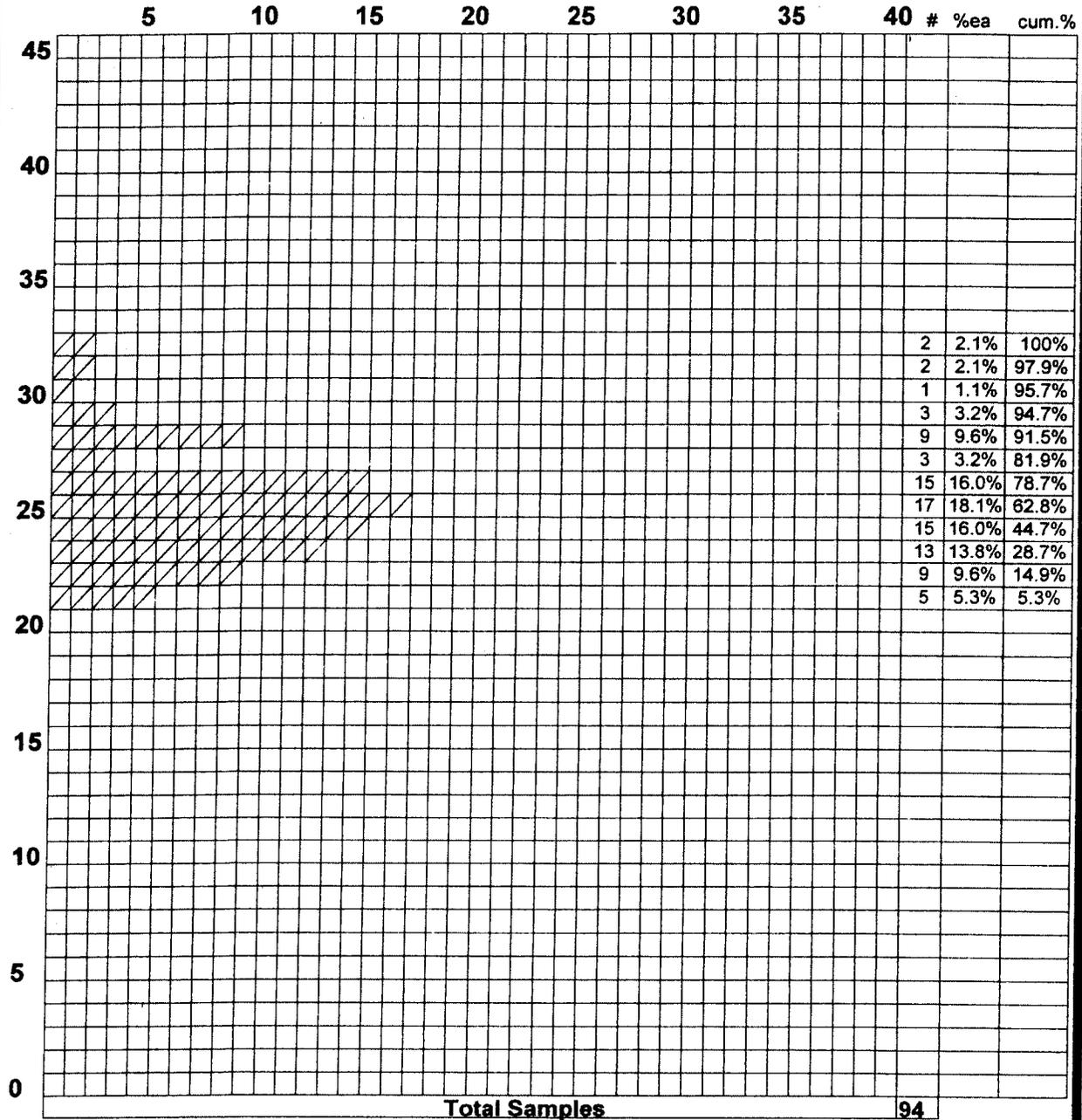
**City of Cudahy  
Traffic Engineering Department**

Street Name: OTIS AVENUE SB

Limits: WALNUT STREET to FLOWER STREET

**Radars Survey Sheet**

X=North /=South



85th Percentile Speed: 27.3  
 50th Percentile Speed: 24.3  
 15th Percentile Speed: 22.0  
 10 MPH Pace: 21-30  
 Number in Pace: 90  
 Percent in Pace: 95.7%

Date of Survey: 6/20/2007      Start Time: 14:00  
 Weather: Clear      End Time: 14:48  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Unprotected xwalk, lots of driveways

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: OTIS AVENUE SB  
Limits: WALNUT STREET  
FLOWER STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

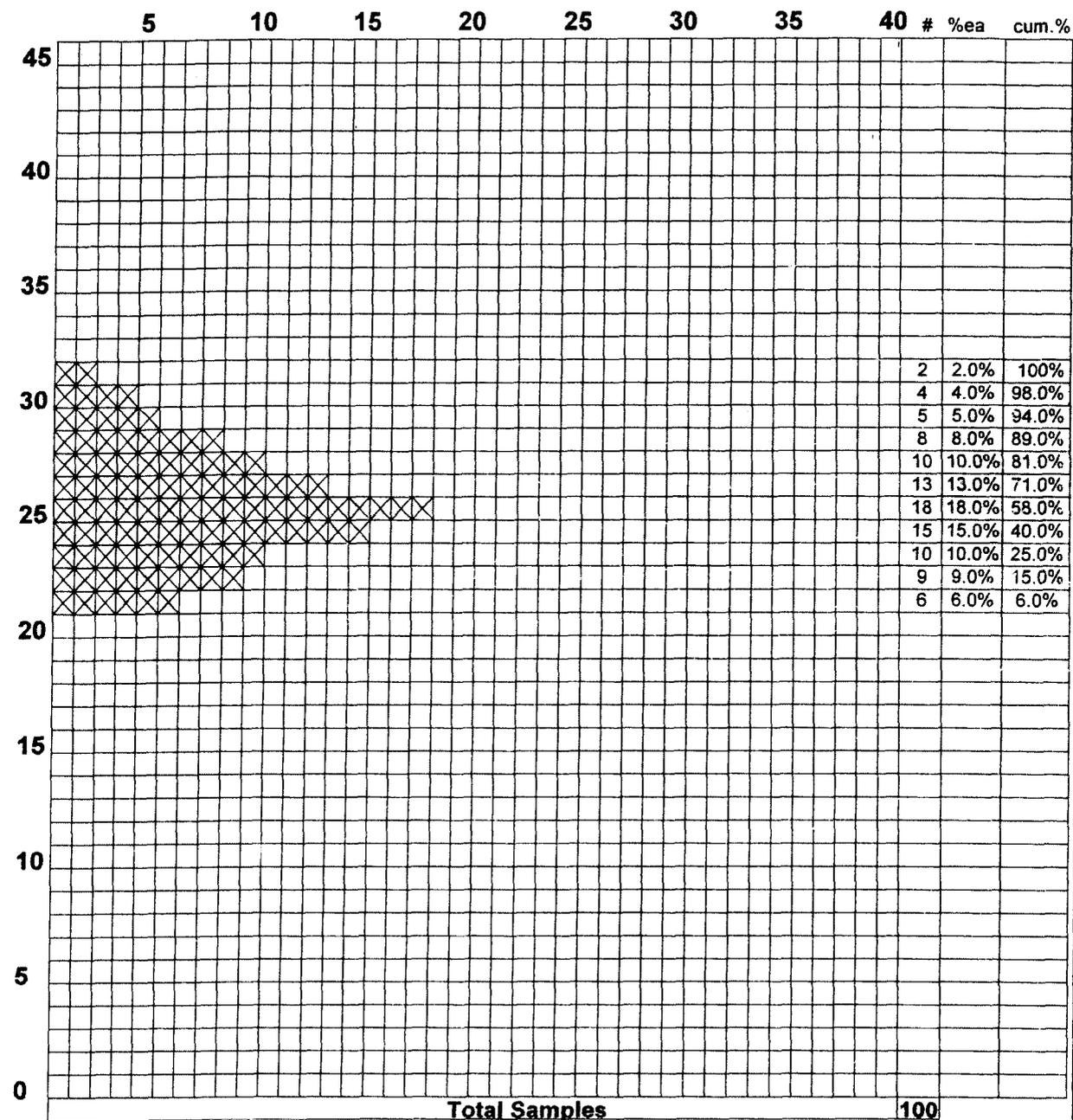
<b>Factors</b>	<b>Direction: <u>South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	North of Flower Street		
85th Percentile	27.3		
10 mph Pace	21 - 30		
Percent in Pace	95.7%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	2.325		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	9959		
Length of Segment	936		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Unprotected xwalk, lots of driveways		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Single and Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 17

**City of Cudahy  
Traffic Engineering Department**

Street Name: OTIS AVENUE NB  
Limits: FLOWER STREET to SALT LAKE AVENUE

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 27.5  
50th Percentile Speed: 24.6  
15th Percentile Speed: 22.0  
10 MPH Pace: 21-30  
Number in Pace: 98  
Percent in Pace: 98.0%

Date of Survey: 6/21/2007      Start Time: 10:30  
Weather: Clear      End Time: 11:16  
Road Condition: Good      Posted Speed: 25  
Street Class.:      Observer: GE  
Conditions not Apparent: Unprotected School xwalk, mainly no parking

# City of Cudahy Engineering and Traffic Survey Summary

Street: OTIS AVENUE NB  
Limits: FLOWER STREET  
SALT LAKE AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/21/2007

Factors	Direction: <u>North</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	South of Olive		
85th Percentile	27.5		
10 mph Pace	21 - 30		
Percent in Pace	98.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	11413		
Length of Segment	1320		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Unprotected School xwalk, mainly no parking		
Roadway Geometrics			
Comments	Desirable posted speed limit per 85th percentile is 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential/Industrial		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 19

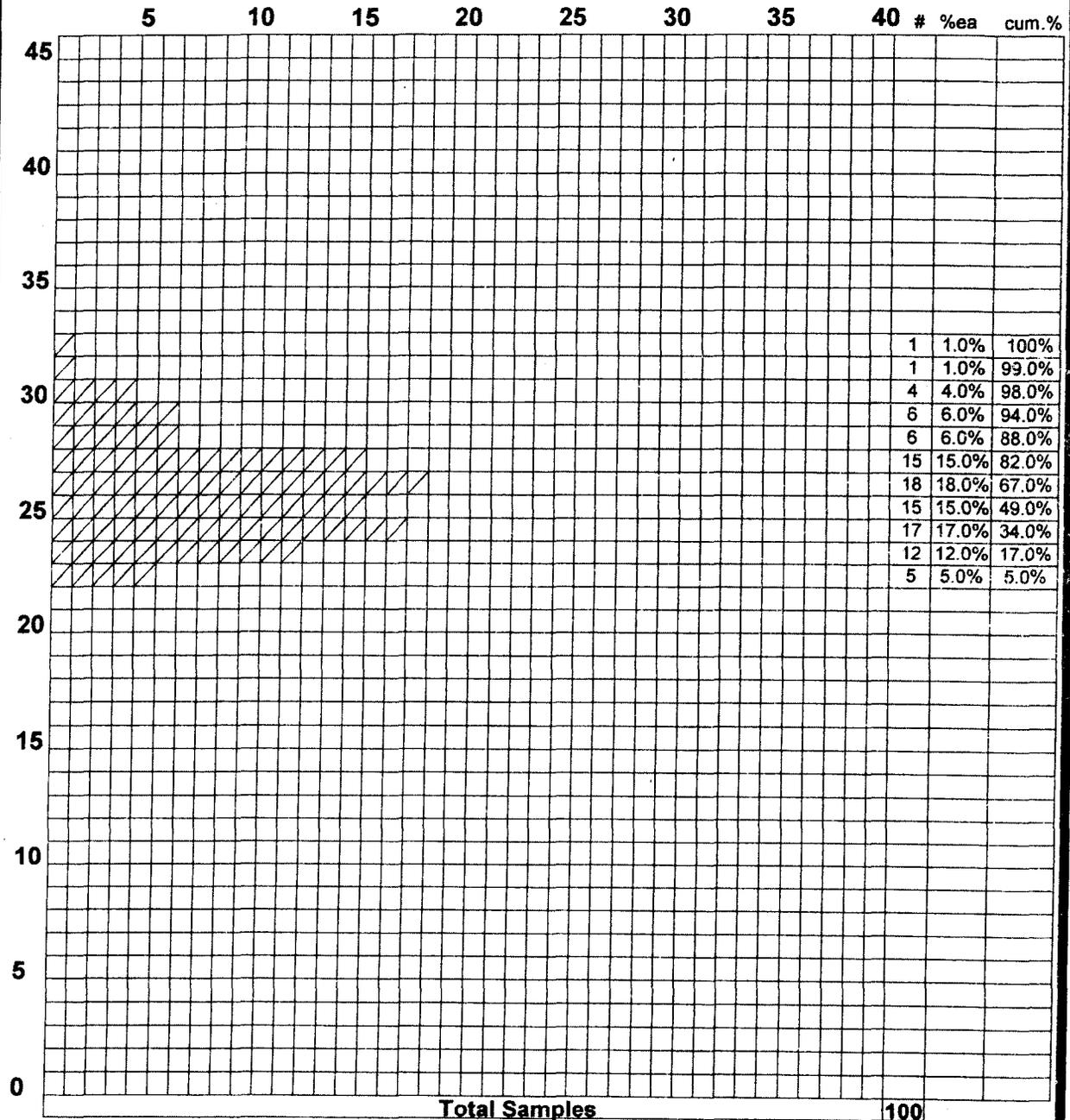
## City of Cudahy Traffic Engineering Department

Street Name: OTIS AVENUE SB

Limits: FLOWER STREET to SALT LAKE AVENUE

### Radar Survey Sheet

X=North /=South



85th Percentile Speed: 27.5  
 50th Percentile Speed: 25.1  
 15th Percentile Speed: 22.9  
 10 MPH Pace: 22-31  
 Number in Pace: 99  
 Percent in Pace: 99.0%

Date of Survey: 6/21/2007      Start Time: 10:30  
 Weather: Clear      End Time: 11:12  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Unprotected school xwalk, mainly no parking

# City of Cudahy Engineering and Traffic Survey Summary

Street: OTIS AVENUE SB  
Limits: FLOWER STREET  
SALT LAKE AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/21/2007

<b>Factors</b>	<b>Direction: <u>South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	South of Olive		
85th Percentile	27.5		
10 mph Pace	22 - 31		
Percent in Pace	99.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	11413		
Length of Segment	1320		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Unprotected school xwalk, mainly no parking		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 25 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential Industrial		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____			_____
			Date
			Loc. # 20

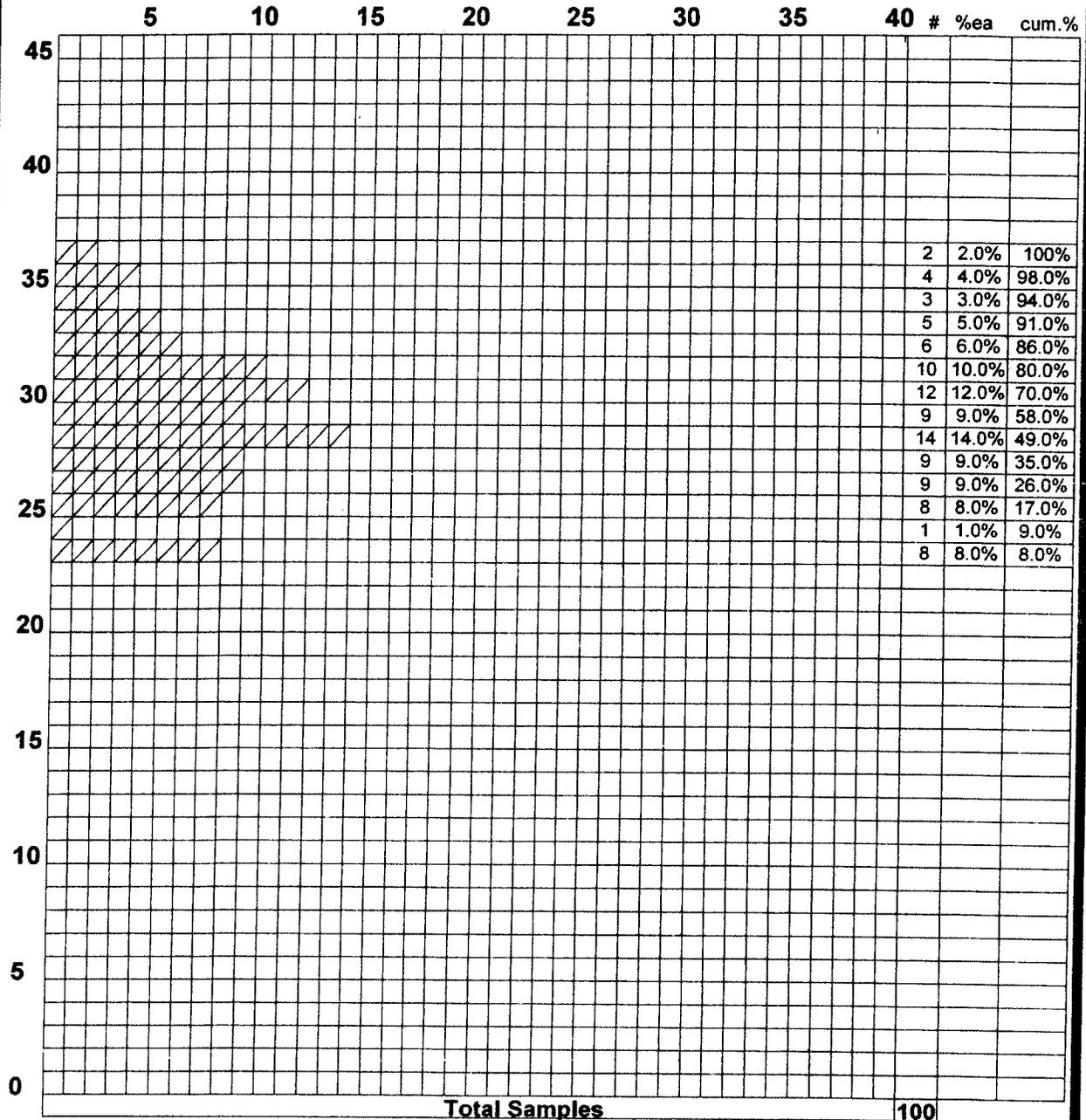
**City of Cudahy  
Traffic Engineering Department**

Street Name: PATATA STREET EB

Limits: ATLANTIC AVENUE to WILCOX AVENUE

**Radars Survey Sheet**

X=West / =East



85th Percentile Speed: 31.8  
 50th Percentile Speed: 28.1  
 15th Percentile Speed: 24.8  
 10 MPH Pace: 23-32  
 Number in Pace: 86  
 Percent in Pace: 86.0%

Date of Survey: 6/19/2007      Start Time: 9:00  
 Weather: Clear      End Time: 9:50  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Heavy trucks, RR tracks, no parking on south side

# City of Cudahy Engineering and Traffic Survey Summary

Street: PATATA STREET EB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

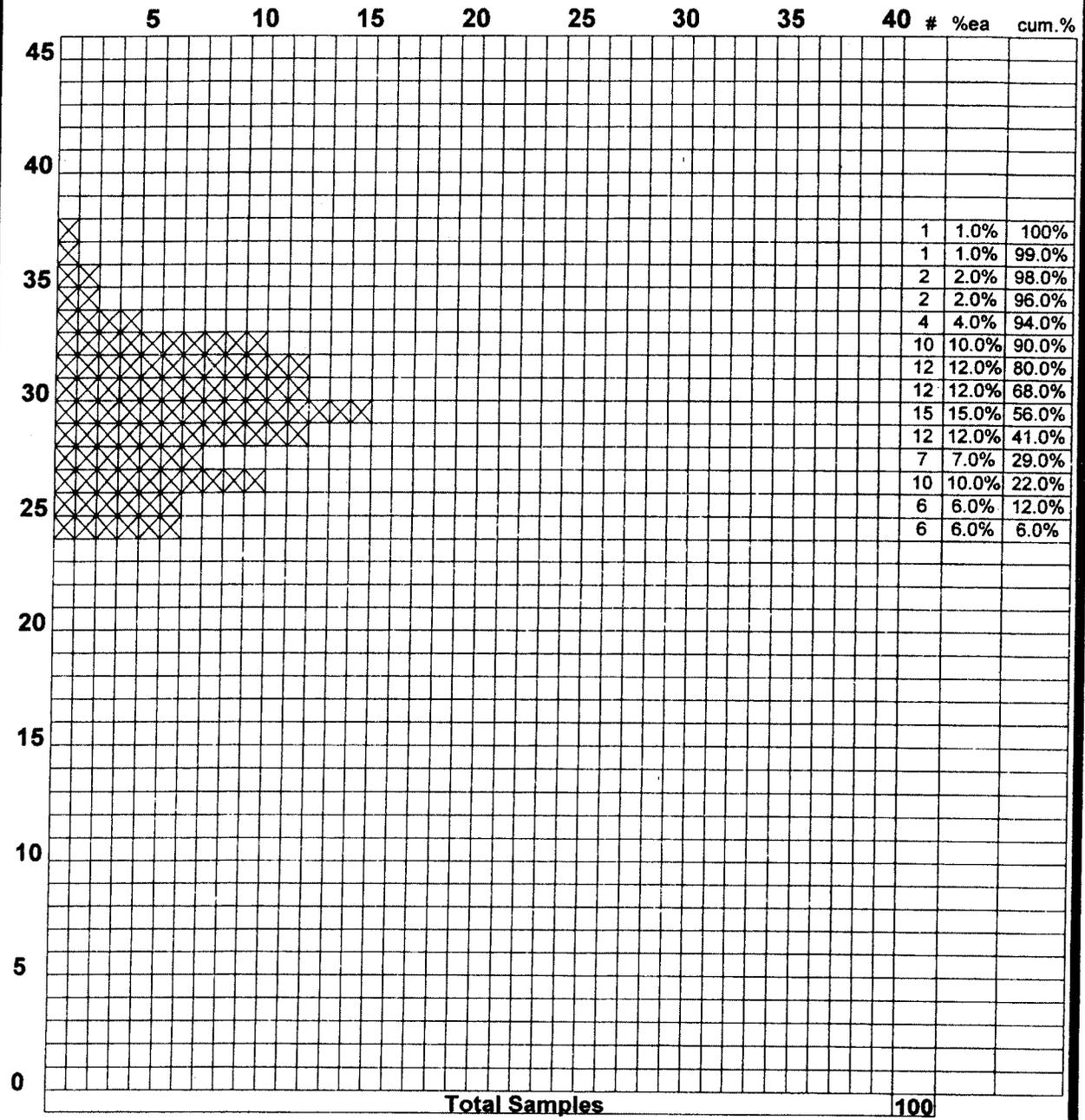
<b>Factors</b>	<b>Direction: <u>East</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment		
85th Percentile	31.8		
10 mph Pace	23 - 32		
Percent in Pace	86.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	6		
Collision Rate (Acc/MVM)	9.671		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	3523		
Length of Segment	1272		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Heavy trucks, RR tracks, no parking on south side		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 30 mph. Post speed at 25 mph due to existing roadway conditions, high accident rate and heavy truck traffic with driveway activity.		
<b><u>E. Adjacent Land Use</u></b>			
	Industrial		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 21

**City of Cudahy  
Traffic Engineering Department**

Street Name: PATATA STREET WB  
Limits: ATLANTIC AVENUE to WILCOX AVENUE

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: <u>31.5</u>	Date of Survey: <u>6/19/2007</u>	Start Time: <u>9:55</u>
50th Percentile Speed: <u>28.6</u>	Weather: <u>Clear</u>	End Time: <u>10:50</u>
15th Percentile Speed: <u>25.3</u>	Road Condition: <u>Good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>24- 33</u>	Street Class.: _____	Observer: <u>GE</u>
Number in Pace: <u>94</u>	Conditions not Apparent: Heavy trucks, RR tracks, no parking on south side	
Percent in Pace: <u>94.0%</u>		

# City of Cudahy Engineering and Traffic Survey Summary

Street: PATATA STREET WB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

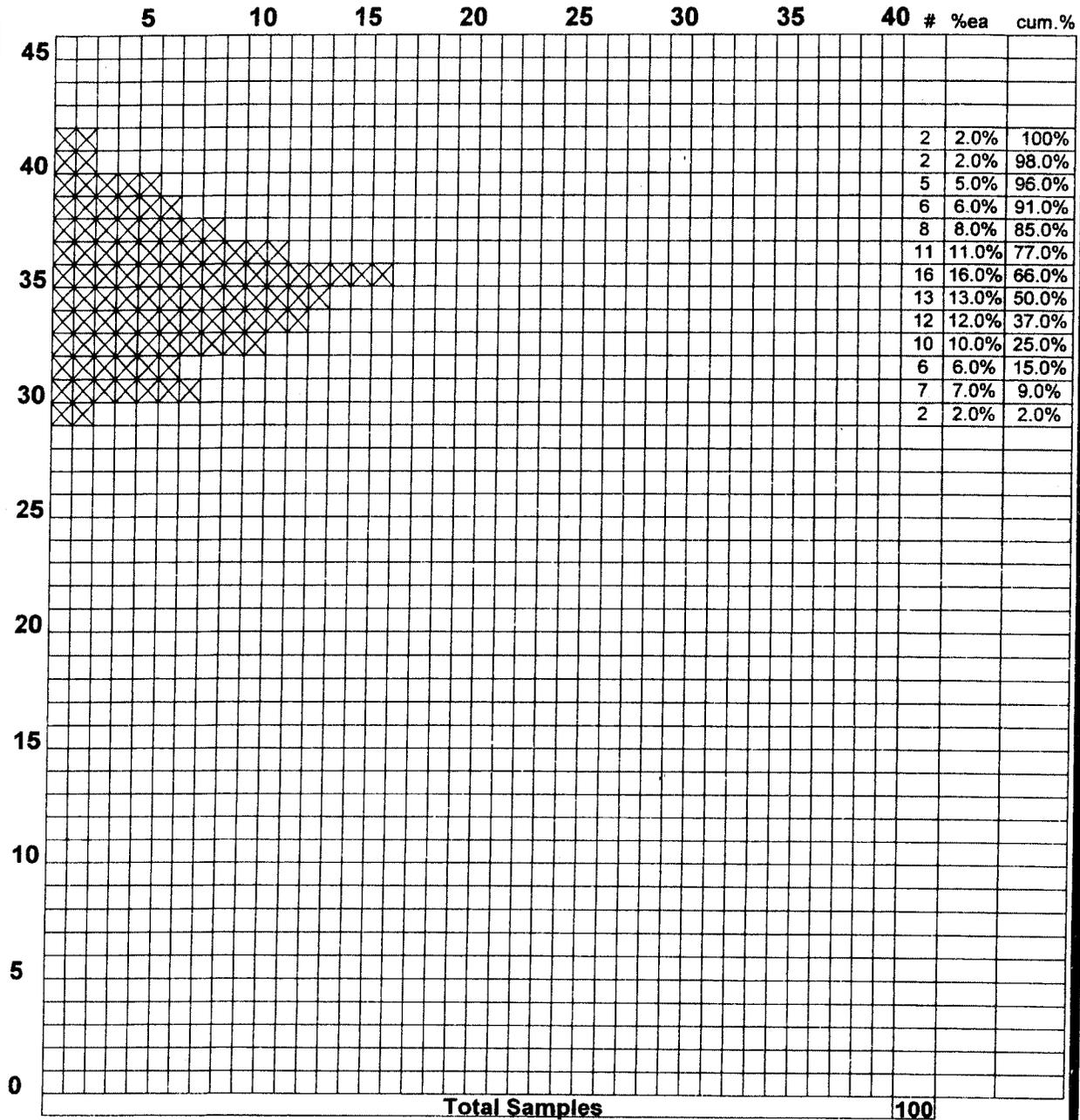
<b>Factors</b>	<b>Direction:</b> <u>West</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Mid Segment
85th Percentile	31.5
10 mph Pace	24 - 33
Percent in Pace	94.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	6
Collision Rate (Acc/MVM)	9.671
Expected Collision Rate	1.98
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	3523
Length of Segment	1272
Lane Configuration	Single Lane Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	Heavy trucks, RR tracks, no parking on south side
Roadway Geometrics	
Comments	Desirable posted limit per 85th percentile is 30 mph. Post speed limit at 25 mph due to existing roadway conditions, high accident rate and heavy truck traffic with driveway activity.
<b><u>E. Adjacent Land Use</u></b>	
	Industrial
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 22

**City of Cudahy  
Traffic Engineering Department**

Street Name: SALT LAKE AVENUE NB  
Limits: WALNUT AVENUE to OLIVE AVENUE

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 37.0  
50th Percentile Speed: 34.0  
15th Percentile Speed: 31.0  
10 MPH Pace: 30-39  
Number in Pace: 94  
Percent in Pace: 94.0%

Date of Survey: 6/19/2007      Start Time: 11:45  
Weather: Clear      End Time: 12:30  
Road Condition: Good      Posted Speed: 35  
Street Class.:      Observer: GE  
Conditions not Apparent: Lots of driveways, no parking on south side, 2 hour parking on north side

## City of Cudahy Engineering and Traffic Survey Summary

Street: SALT LAKE AVENUE NB  
Limits: WALNUT AVENUE  
OLIVE AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

Factors	Direction: <u>North</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Clara Street		
85th Percentile	37.0		
10 mph Pace	30 - 39		
Percent in Pace	94.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	12355		
Length of Segment	2400		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, no parking on south side, 2 hour parking on north side		
Roadway Geometrics	Horizontal Curve		
Comments	Desirable posted limit per 85th percentile is 35 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 24

### City of Cudahy

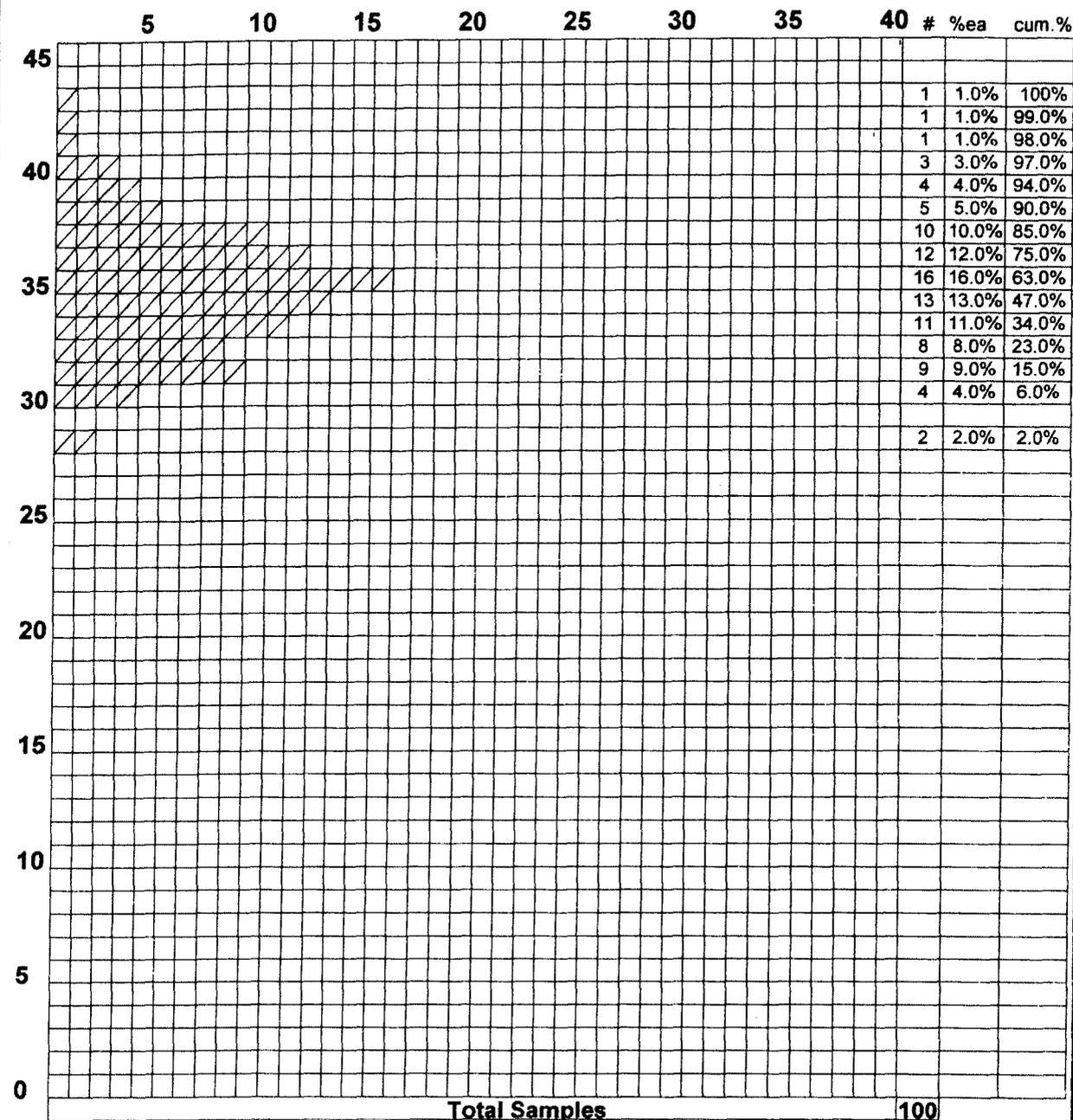
### Traffic Engineering Department

Street Name: **SALT LAKE AVENUE SB**

Limits: **WALNUT AVENUE to OLIVE AVENUE**

### Radar Survey Sheet

X=North /=South



<p>85th Percentile Speed: <u>37.0</u></p> <p>50th Percentile Speed: <u>34.2</u></p> <p>15th Percentile Speed: <u>31.0</u></p> <p>10 MPH Pace: <u>30-39</u></p> <p>Number in Pace: <u>92</u></p> <p>Percent in Pace: <u>92.0%</u></p>	<p>Date of Survey: <u>6/19/2007</u></p> <p>Weather: <u>Clear</u></p> <p>Road Condition: <u>Good</u></p> <p>Street Class.: _____</p> <p>Conditions not Apparent: Lots of driveways, no parking on south side, 2 hour parking on north side</p>	<p>Start Time: <u>11:00</u></p> <p>End Time: <u>11:45</u></p> <p>Posted Speed: <u>35</u></p> <p>Observer: <u>GE</u></p>
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# City of Cudahy Engineering and Traffic Survey Summary

Street: SALT LAKE AVENUE SB  
Limits: WALNUT AVENUE  
OLIVE AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

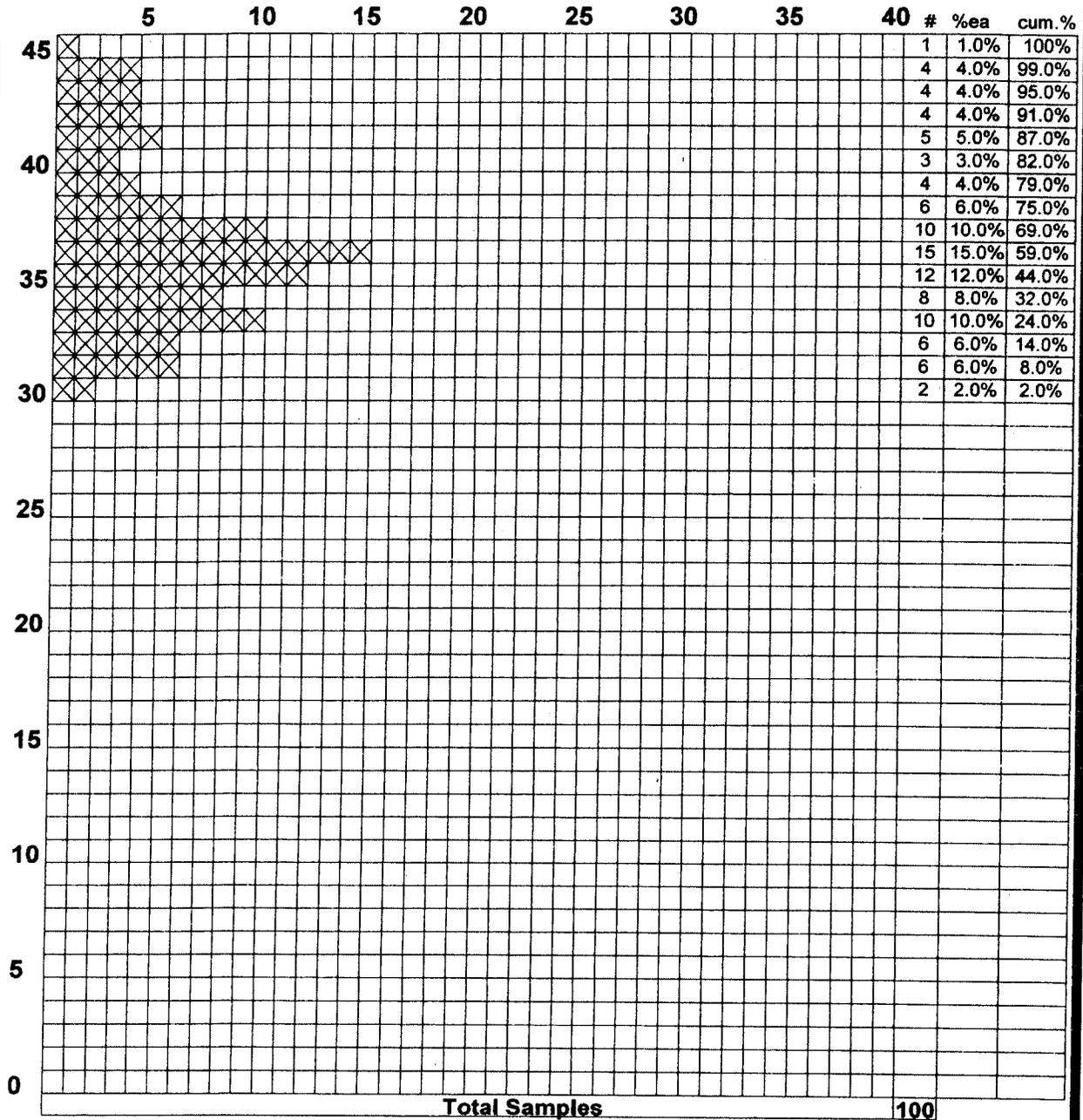
Factors	Direction: <u>South</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Clara Street		
85th Percentile	37.0		
10 mph Pace	30 - 39		
Percent in Pace	92.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	0		
Collision Rate (Acc/MVM)	0		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	12355		
Length of Segment	2400		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, no parking on south side, 2 hour parking on north side		
Roadway Geometrics	Horizontal Curve		
Comments	Desirable posted speed limit per 85th percentile is 35 mph.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 23

**City of Cudahy  
Traffic Engineering Department**

Street Name: SALT LAKE AVENUE NB  
Limits: SANTA ANA STREET to PATATA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: <u>40.6</u>	Date of Survey: <u>6/19/2007</u>	Start Time: <u>13:00</u>
50th Percentile Speed: <u>35.4</u>	Weather: <u>Clear</u>	End Time: <u>13:30</u>
15th Percentile Speed: <u>32.1</u>	Road Condition: <u>Good</u>	Posted Speed: <u>35</u>
10 MPH Pace: <u>31-40</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>80</u>	Conditions not Apparent: <u>Narrow, no parking on west side</u>	
Percent in Pace: <u>80.0%</u>		

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: SALT LAKE AVENUE NB  
Limits: SANTA ANA STREET  
PATATA STREET

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

<b>Factors</b>	<b>Direction: <u>North</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment		
85th Percentile	40.6		
10 mph Pace	31 - 40		
Percent in Pace	80.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	0.562		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	12355		
Length of Segment	3120		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Narrow, no parking on west side		
Roadway Geometrics	Horizontal Curve		
Comments	Desirable limit per 85th percentile is 40 mph. Post limit at 35 mph due to existing roadway configurations.		
<b><u>E. Adjacent Land Use</u></b>			
	Industrial/Multi Family		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 25

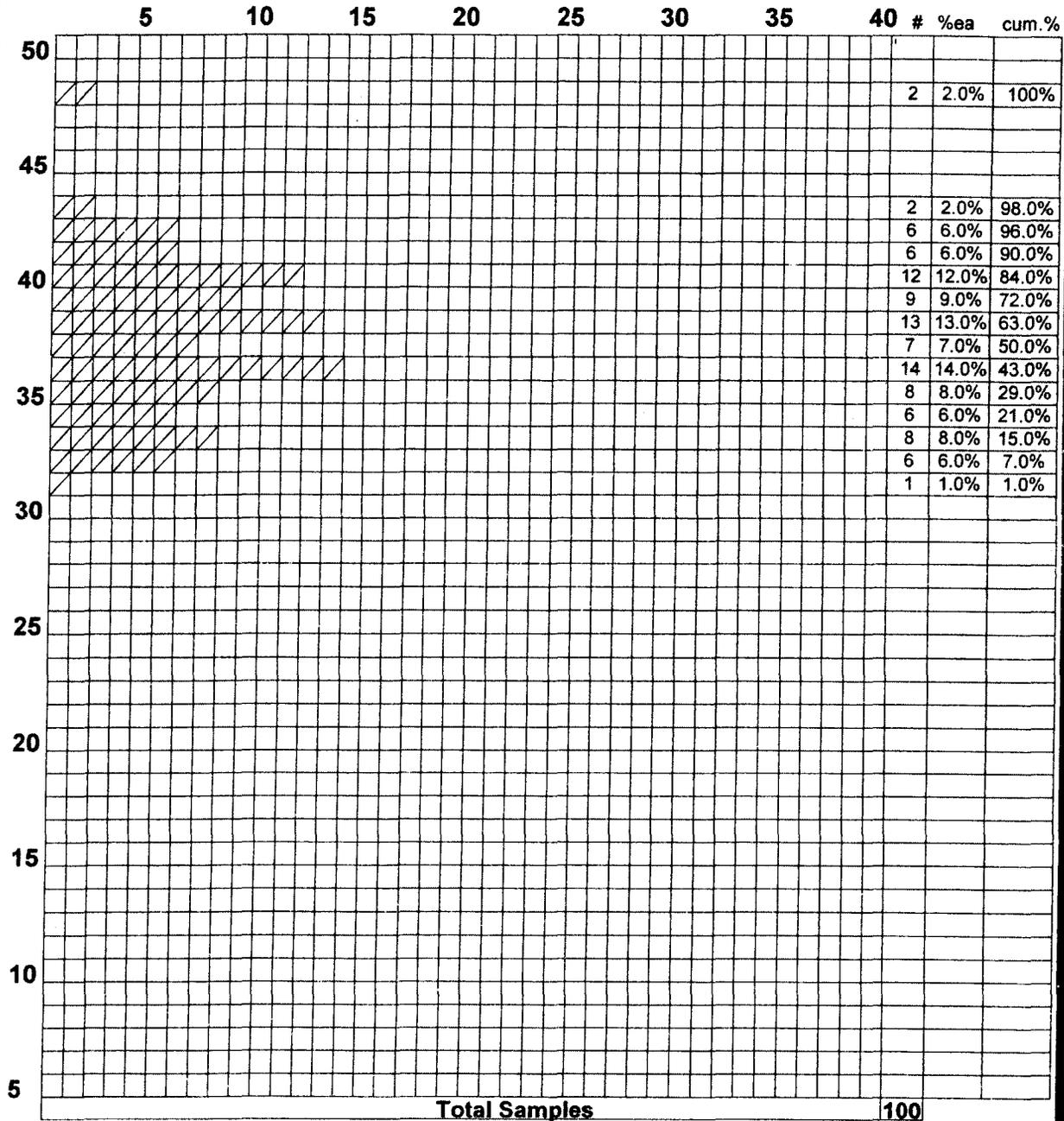
**City of Cudahy  
Traffic Engineering Department**

Street Name: SALT LAKE AVENUE SB

Limits: SANTA ANA STREET to PATATA STREET

**Radar Survey Sheet**

X=North / =South



85th Percentile Speed: 40.2  
 50th Percentile Speed: 37.0  
 15th Percentile Speed: 33.0  
 10 MPH Pace: 32-41  
 Number in Pace: 89  
 Percent in Pace: 89.0%

Date of Survey: 6/19/2007      Start Time: 13:30  
 Weather: Clear      End Time: 14:00  
 Road Condition: Good      Posted Speed: 35  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Narrow street, no parking on west side

# City of Cudahy Engineering and Traffic Survey Summary

Street: SALT LAKE AVENUE SB  
Limits: SANTA ANA STREET  
PATATA STREET

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

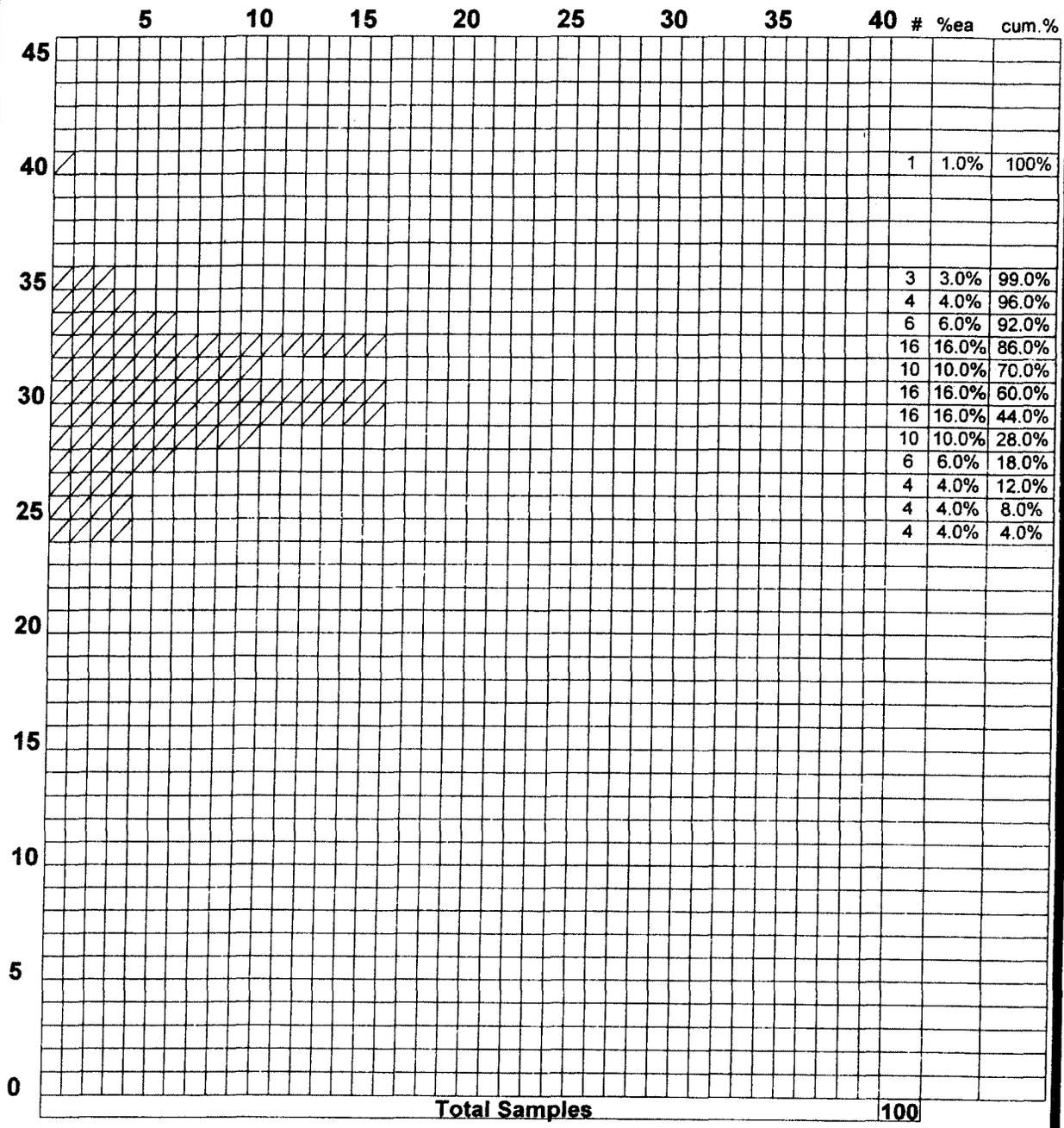
Factors	Direction: <u>South</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment		
85th Percentile	40.2		
10 mph Pace	32 - 41		
Percent in Pace	89.0%		
Posted Speed Limit	35		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	0.562		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	12355		
Length of Segment	3120		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Narrow street, no parking on west side		
Roadway Geometrics	Horizontal Curve		
Comments	Desirable limit per 85th percentile is 40 mph. Post limit at 35 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Industrial/Multi Family		
Posted Speed Limit	35		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 26

**City of Cudahy  
Traffic Engineering Department**

Street Name: SANTA ANA STREET EB  
Limits: SALT LAKE STREET to ATLANTIC AVENUE

**Radars Survey Sheet**

X=West /=East



85th Percentile Speed: 31.9  
50th Percentile Speed: 29.4  
15th Percentile Speed: 26.5  
10 MPH Pace: 24- 33  
Number in Pace: 92  
Percent in Pace: 92.0%

Date of Survey: 6/19/2007 Start Time: 14:05  
Weather: Clear End Time: 14:35  
Road Condition: Good Posted Speed: 25  
Street Class.: Observer: GE  
Conditions not Apparent: Lots of driveways, parking

# City of Cudahy Engineering and Traffic Survey Summary

Street: SANTA ANA STREET EB  
Limits: SALT LAKE STREET  
ATLANTIC AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

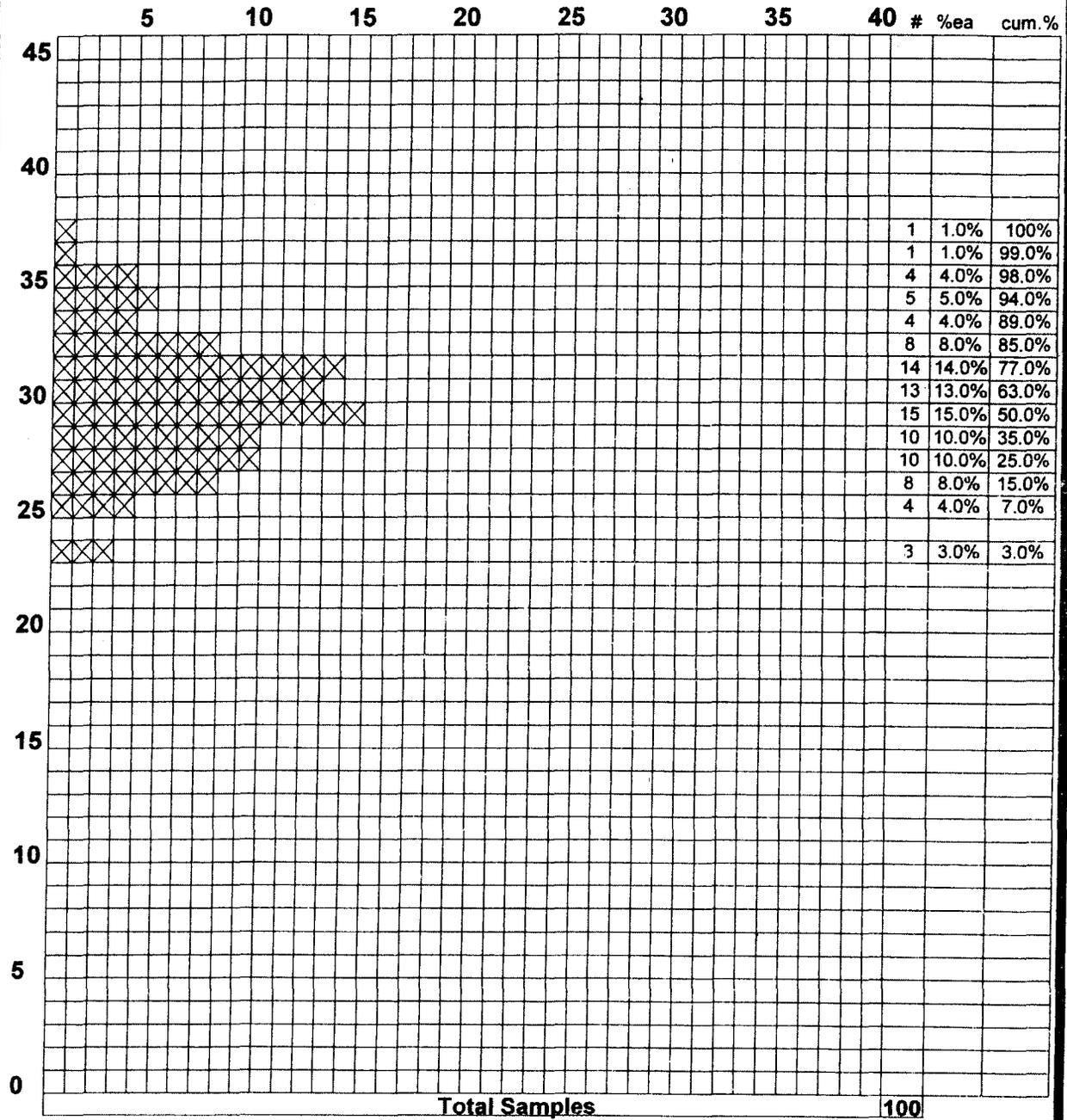
<b>Factors</b>		<b>Direction: <u>East</u></b>	
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment		
85th Percentile	31.9		
10 mph Pace	24 - 33		
Percent in Pace	92.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	4		
Collision Rate (Acc/MVM)	1.351		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	10870		
Length of Segment	1968		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, parking		
Roadway Geometrics			
Comments	Desirable limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 27

## City of Cudahy Traffic Engineering Department

Street Name: SANTA ANA STREET WB  
Limits: SALT LAKE STREET to ATLANTIC AVENUE

### Radar Survey Sheet

X=West /=East



85th Percentile Speed: 32.0  
50th Percentile Speed: 29.0  
15th Percentile Speed: 26.0  
10 MPH Pace: 25- 34  
Number in Pace: 91  
Percent in Pace: 91.0%

Date of Survey: 6/19/2007      Start Time: 14:35  
Weather: Clear      End Time: 15:10  
Road Condition: Good      Posted Speed: 25  
Street Class.:      Observer: GE  
Conditions not Apparent: Lots of driveways, parking

# City of Cudahy Engineering and Traffic Survey Summary

Street: SANTA ANA STREET WB  
Limits: SALT LAKE STREET  
ATLANTIC AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/19/2007

Factors	Direction: <u>West</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Mid Segment
85th Percentile	32.0
10 mph Pace	25 - 34
Percent in Pace	91.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	4
Collision Rate (Acc/MVM)	1.351
Expected Collision Rate	1.98
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	10870
Length of Segment	1968
Lane Configuration	Single Lane Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	Lots of driveways, parking
Roadway Geometrics	
Comments	Desirable posted limit per 85th percentile is 30 mph. Post speed limit at 25 mph due to existing roadway conditions.
<b><u>E. Adjacent Land Use</u></b>	
	Multi Family Residential
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 28

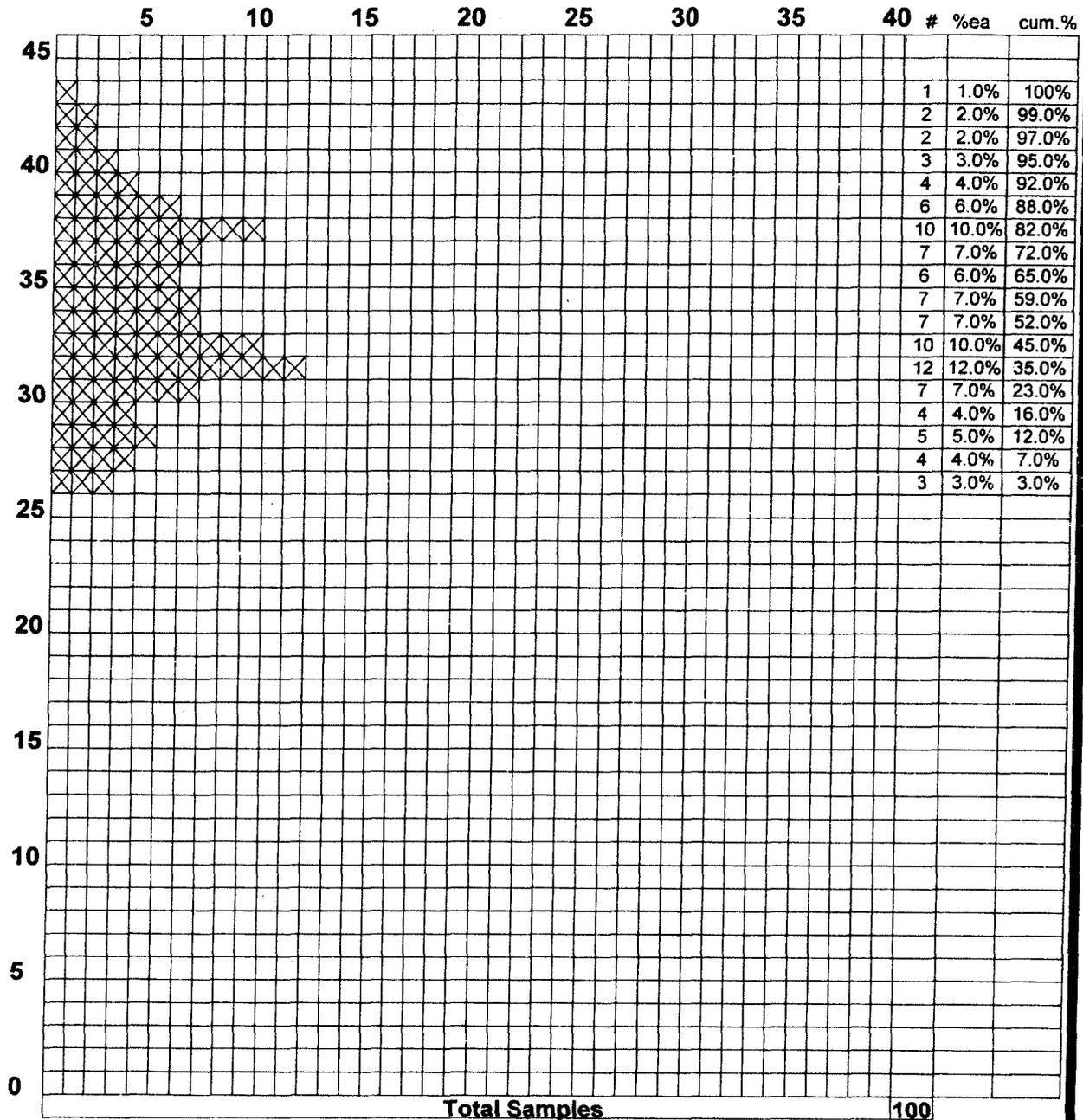
**City of Cudahy  
Traffic Engineering Department**

Street Name: ATLANTIC AVENUE NB

Limits: FLORENCE AVENUE to CLARA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 37.5  
 50th Percentile Speed: 32.7  
 15th Percentile Speed: 28.8  
 10 MPH Pace: 29- 38  
 Number in Pace: 76  
 Percent in Pace: 76.0%

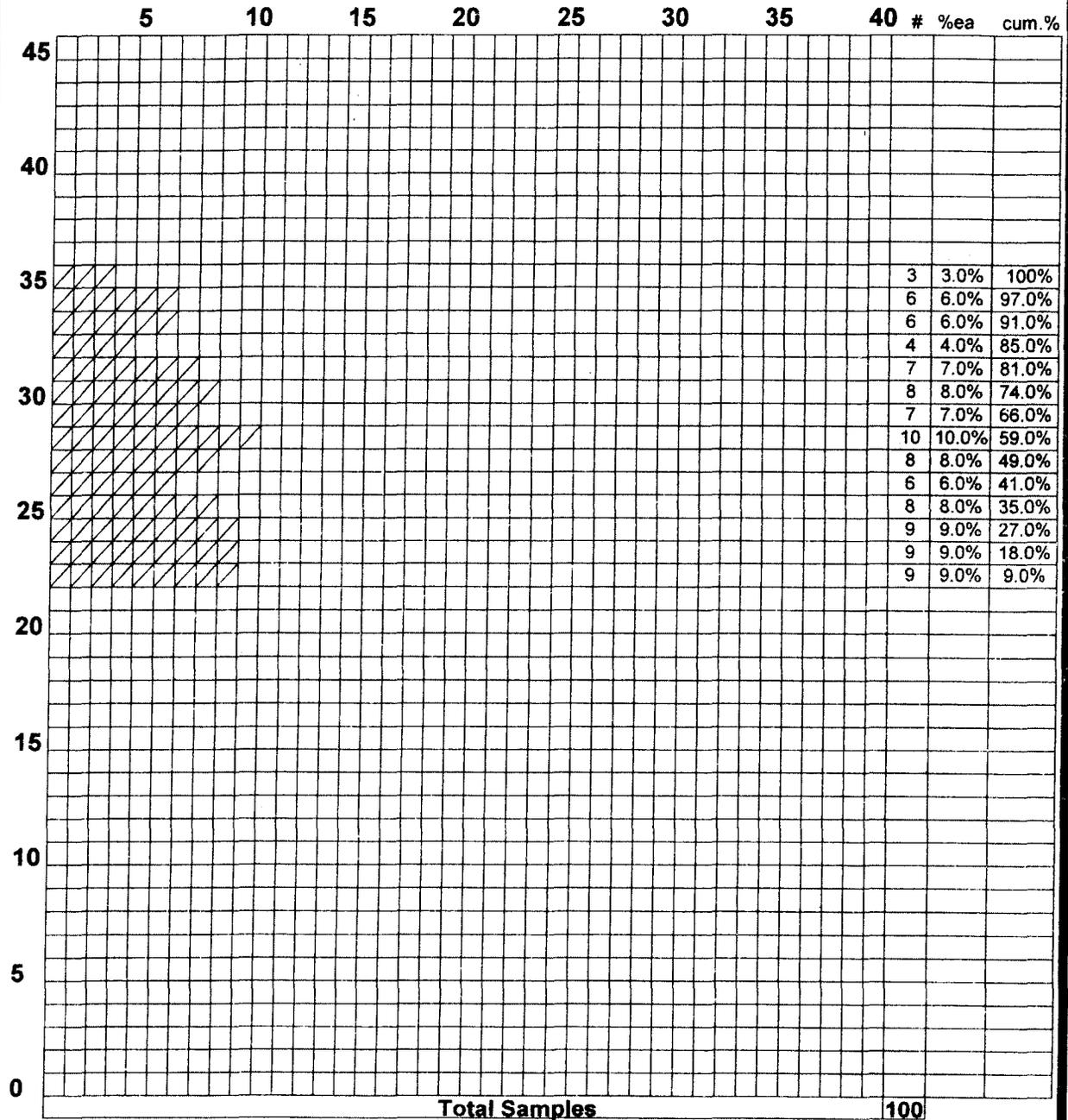
Date of Survey: 6/20/2007      Start Time: 9:00  
 Weather: Clear      End Time: 9:37  
 Road Condition: Good      Posted Speed: 35  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Lots of driveways, 2 hour parking

**City of Cudahy  
Traffic Engineering Department**

Street Name: SANTA ANA STREET EB  
Limits: ATLANTIC AVENUE to WILCOX AVENUE

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: 32.0  
50th Percentile Speed: 27.1  
15th Percentile Speed: 22.8  
10 MPH Pace: 22-31  
Number in Pace: 81  
Percent in Pace: 81.0%

Date of Survey: 6/20/2007      Start Time: 9:45  
Weather: Clear      End Time: 10:30  
Road Condition: Good      Posted Speed: 25  
Street Class.:      Observer: GE  
Conditions not Apparent: 15 mph between speed bumps, parking

# City of Cudahy Engineering and Traffic Survey Summary

Street: SANTA ANA STREET EB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

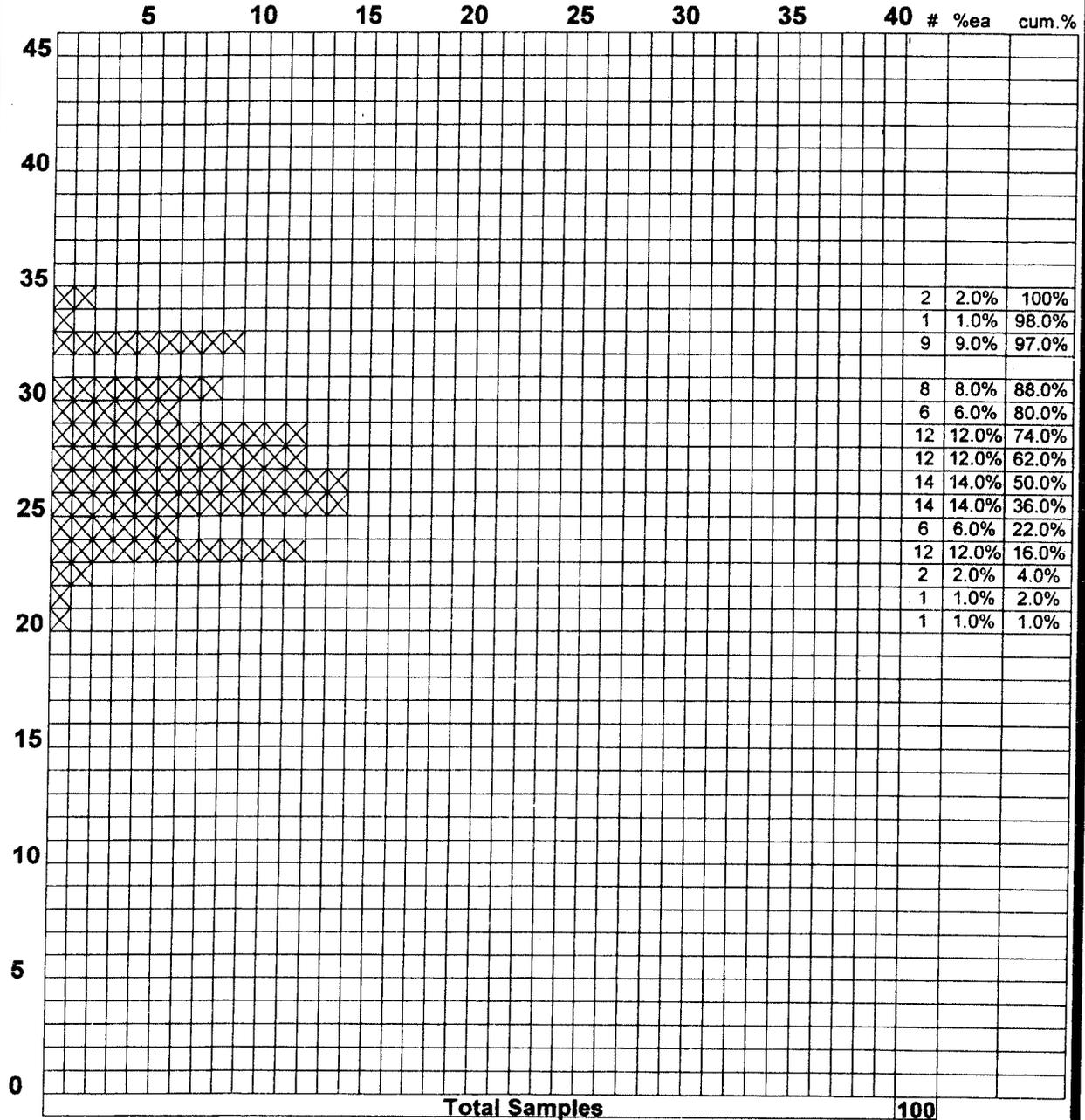
<b>Factors</b>	Direction: <u>East</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Between Speed Bumps
85th Percentile	32.0
10 mph Pace	22 - 31
Percent in Pace	81.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	3
Collision Rate (Acc/MVM)	1.456
Expected Collision Rate	1.98
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	7293
Length of Segment	2040
Lane Configuration	Single Lane Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	15 mph between speed bumps, parking
Roadway Geometrics	
Comments	Desirable limit per 85th percentile is 30 mph. Post speed limit at 25 mph due to existing roadway conditions.
<b><u>E. Adjacent Land Use</u></b>	
	Single Family Residential
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 30

**City of Cudahy  
Traffic Engineering Department**

Street Name: SANTA ANA STREET WB  
Limits: ATLANTIC AVENUE to WILCOX AVENUE

**Radar Survey Sheet**

X=West /=East



85th Percentile Speed: <u>29.6</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>9:10</u>
50th Percentile Speed: <u>26.0</u>	Weather: <u>Clear</u>	End Time: <u>9:45</u>
15th Percentile Speed: <u>22.9</u>	Road Condition: <u>Good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>23- 32</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>93</u>	Conditions not Apparent: Speed bumps, parking	
Percent in Pace: <u>93.0%</u>		

# City of Cudahy Engineering and Traffic Survey Summary

Street: SANTA ANA STREET WB  
Limits: ATLANTIC AVENUE  
WILCOX AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

<b>Factors</b>		<b>Direction: <u>West</u></b>	
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Between Speed Bumps		
85th Percentile	29.6		
10 mph Pace	23 - 32		
Percent in Pace	93.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	1.456		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	7293		
Length of Segment	2040		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Speed bumps, parking		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 29

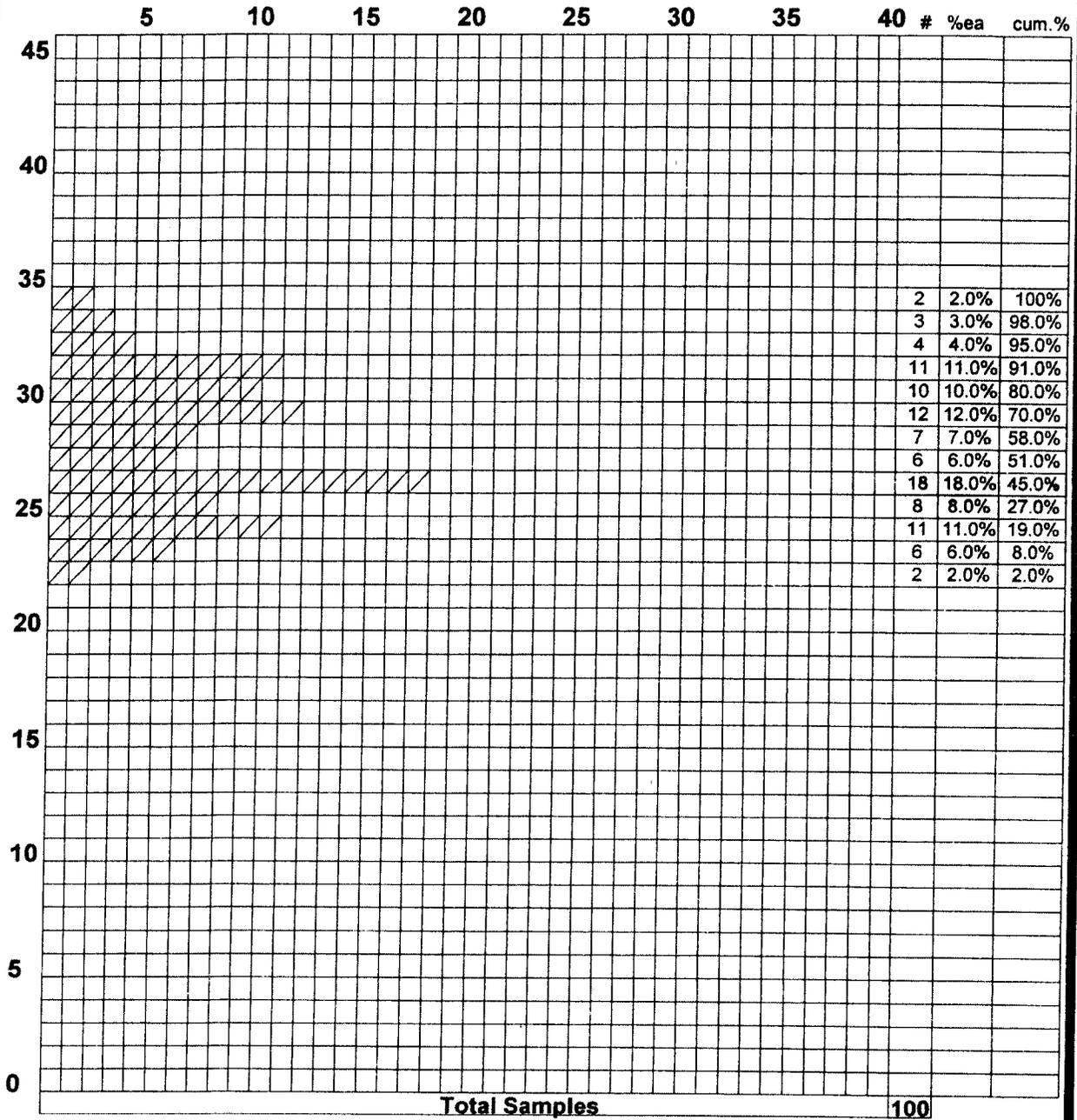
## City of Cudahy Traffic Engineering Department

Street Name: SANTA ANA STREET EB

Limits: WILCOX AVENUE to PARK AVENUE

### Radar Survey Sheet

X=West / =East



85th Percentile Speed: 30.5  
 50th Percentile Speed: 26.8  
 15th Percentile Speed: 23.6  
 10 MPH Pace: 23- 32  
 Number in Pace: 93  
 Percent in Pace: 93.0%

Date of Survey: 6/20/2007

Weather: Clear

Road Condition: Good

Street Class.:

Conditions not Apparent: School xwalks at Park, City Hall, School

Start Time: 11:40

End Time: 12:05

Posted Speed: 25

Observer: GE

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: SANTA ANA STREET EB  
Limits: WILCOX AVENUE  
PARK AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

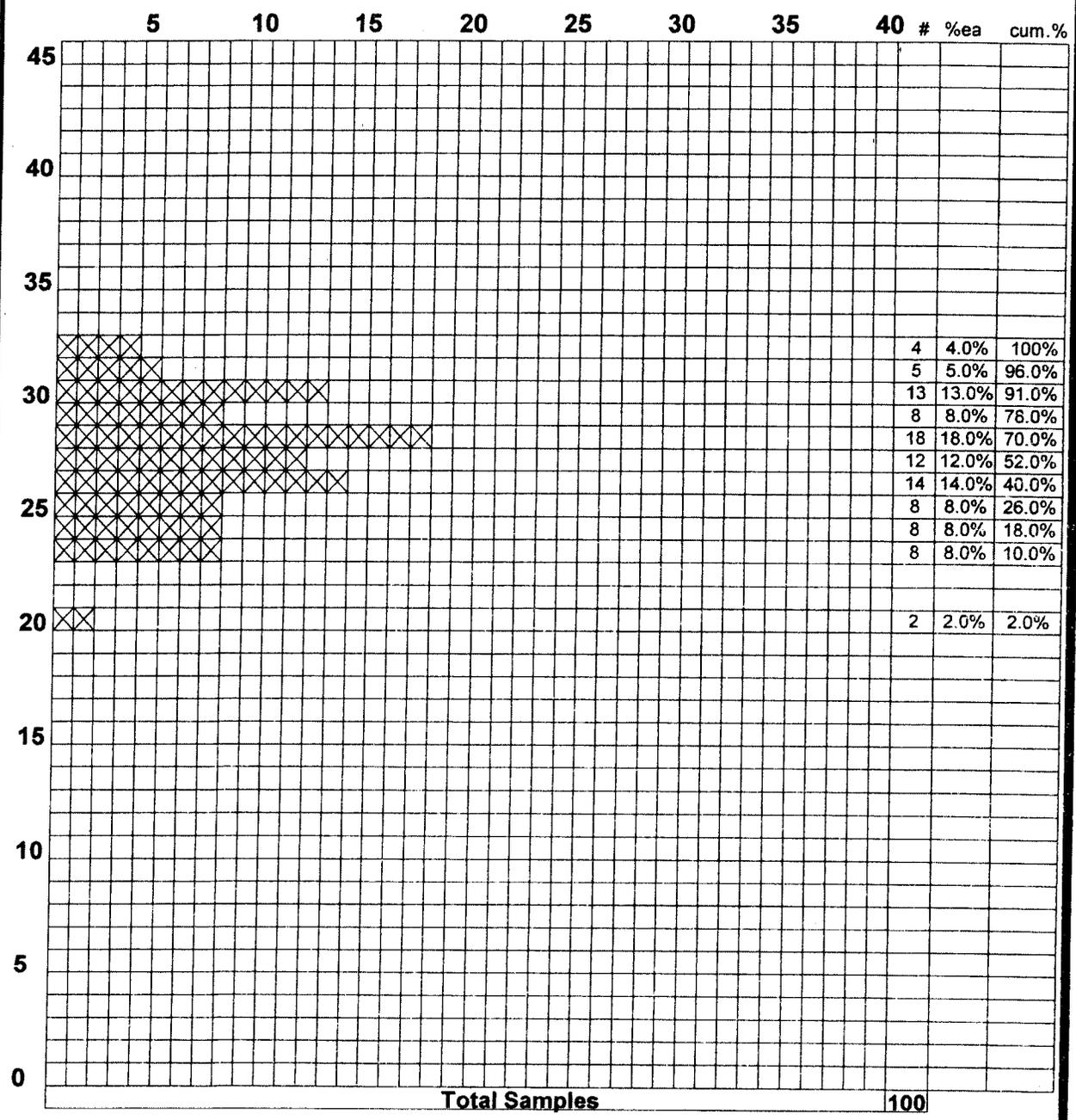
<b>Factors</b>	<b>Direction: <u>East</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment		
85th Percentile	30.5		
10 mph Pace	23 - 32		
Percent in Pace	93.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	4		
Collision Rate (Acc/MVM)	6.937		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	2845		
Length of Segment	1464		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	School xwalks at Park, City Hall, School		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions and high accident rate.		
<b><u>E. Adjacent Land Use</u></b>			
	Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 31

## City of Cudahy Traffic Engineering Department

Street Name: SANTA ANA STREET WB  
Limits: WILCOX AVENUE to PARK AVENUE

### Radar Survey Sheet

X=West / =East



85th Percentile Speed: 29.5  
50th Percentile Speed: 26.8  
15th Percentile Speed: 23.6  
10 MPH Pace: 23- 32  
Number in Pace: 98  
Percent in Pace: 98.0%

Date of Survey: 6/20/2007      Start Time: 12:05  
Weather: Clear      End Time: 12:30  
Road Condition: Good      Posted Speed: 25  
Street Class.:      Observer: GE  
Conditions not Apparent: School xwalks, City Hall and school

# City of Cudahy Engineering and Traffic Survey Summary

Street: SANTA ANA STREET WB  
Limits: WILCOX AVENUE  
PARK AVENUE

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

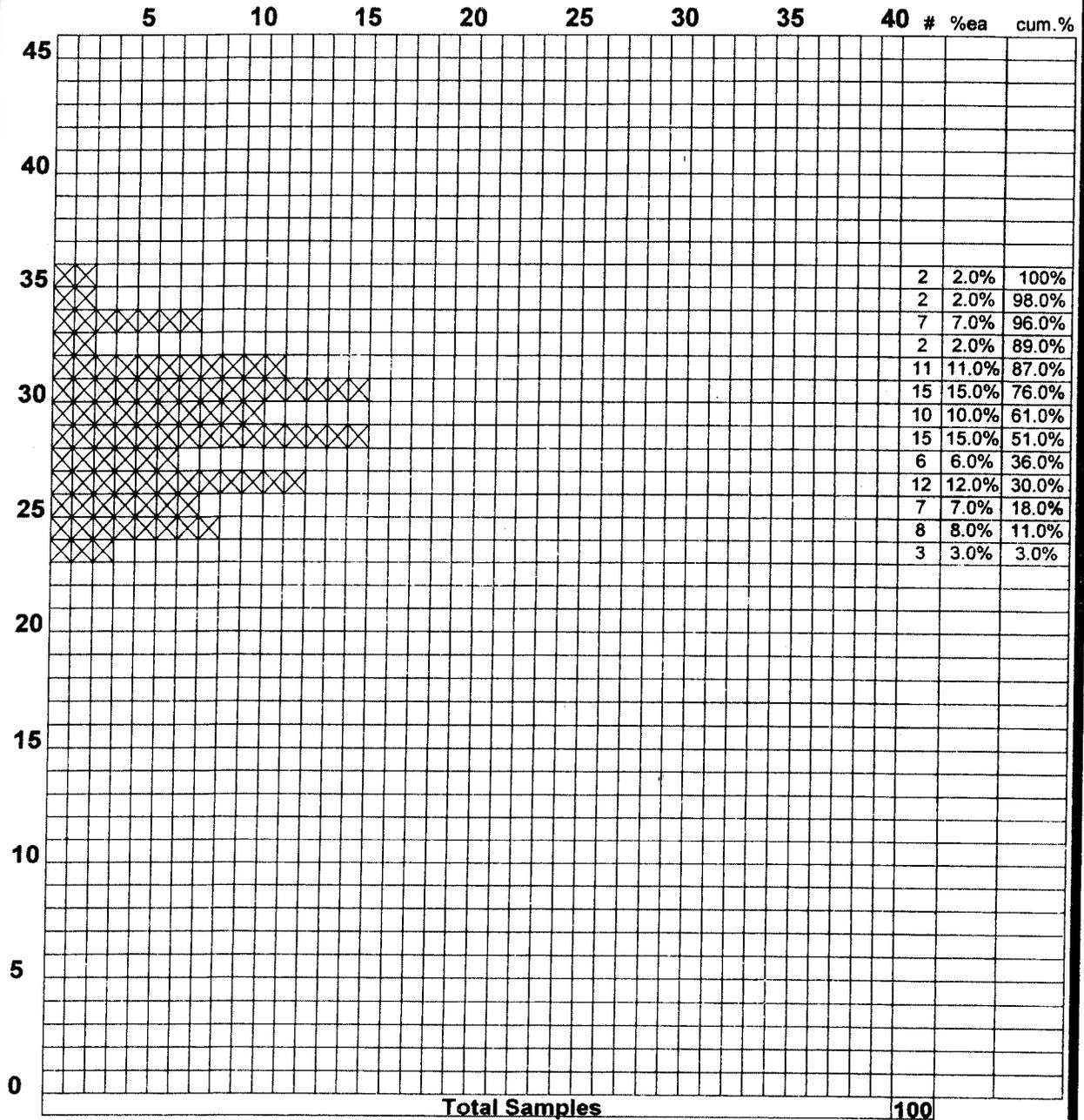
<b>Factors</b>	<b>Direction: <u>West</u></b>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	Mid Segment
85th Percentile	29.5
10 mph Pace	23 - 32
Percent in Pace	98.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range Covered	1/1/2000 To 12/31/2001 ( 2 Years )
Total Collisions	4
Collision Rate (Acc/MVM)	6.937
Expected Collision Rate	1.98
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	2845
Length of Segment	1464
Lane Configuration	Single Lane Each Direction
Street Classification	
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	School xwalks, City Hall and school
Roadway Geometrics	
Comments	Desirable posted limit per 85th percentile is 30 mph. Post speed at 25 mph due to existing roadway conditions and high accident rate.
<b><u>E. Adjacent Land Use</u></b>	
	Multi Family Residential
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Cudahy:	
_____	_____
	Date
	Loc. # 32

**City of Cudahy  
Traffic Engineering Department**

Street Name: WILCOX AVENUE NB  
Limits: WALNUT STREET to CLARA STREET

**Radar Survey Sheet**

X=North / =South



85th Percentile Speed: <u>30.8</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>13:20</u>
50th Percentile Speed: <u>27.9</u>	Weather: <u>Clear</u>	End Time: <u>13:50</u>
15th Percentile Speed: <u>24.6</u>	Road Condition: <u>Good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>24-33</u>	Street Class.: _____	Observer: <u>GE</u>
Number in Pace: <u>93</u>	Conditions not Apparent: Lots of driveways, parking, school xwalks and school	
Percent in Pace: <u>93.0%</u>		

# City of Cudahy Engineering and Traffic Survey Summary

Street: WILCOX AVENUE NB  
Limits: WALNUT STREET  
CLARA STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

<b>Factors</b>	<b>Direction: <u>North</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment Clara Street to Hartle Street		
85th Percentile	30.8		
10 mph Pace	24 - 33		
Percent in Pace	93.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	1.344		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	13434		
Length of Segment	1200		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, parking, school xwalks and school		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Single and Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 34

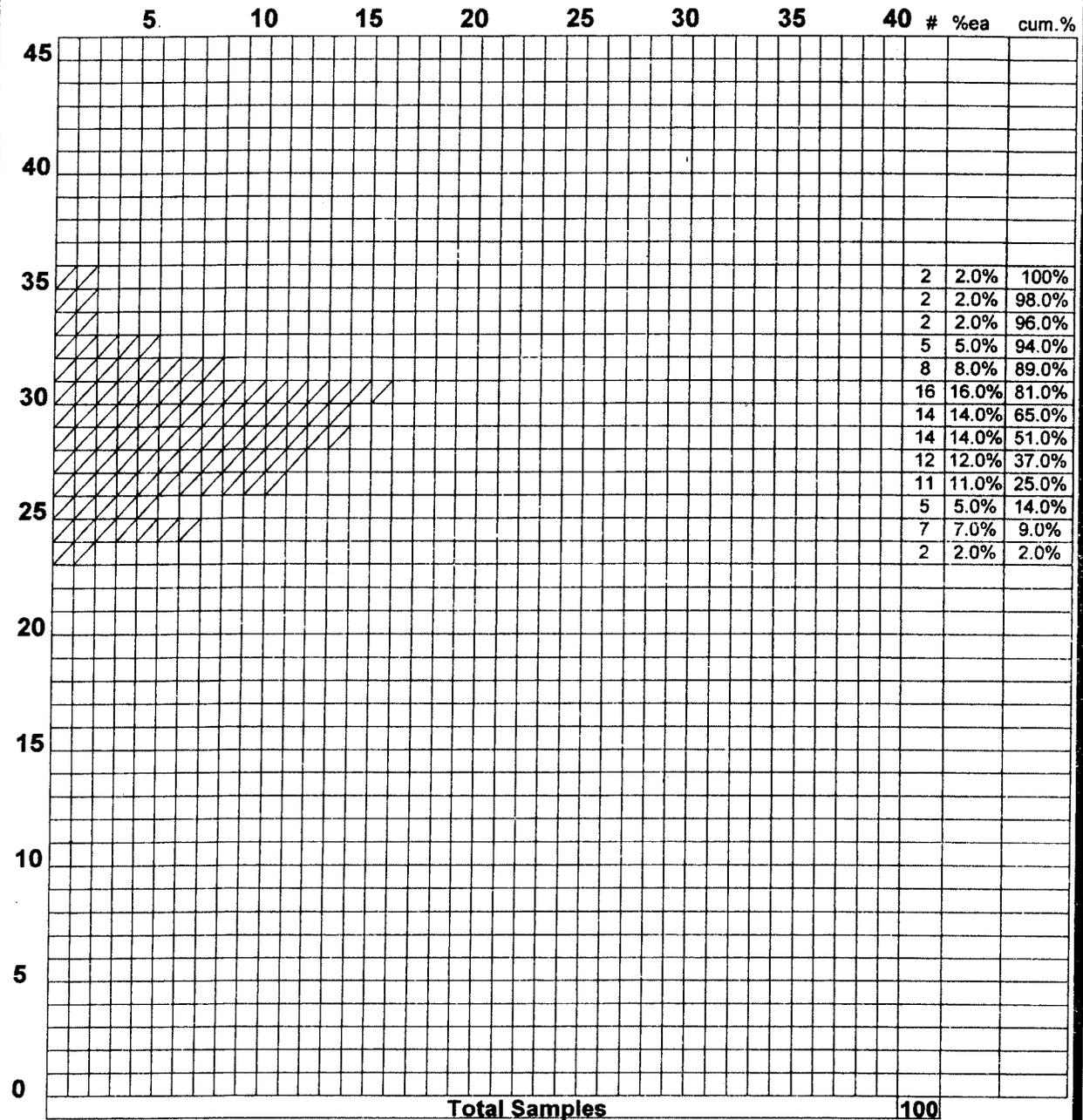
**City of Cudahy  
Traffic Engineering Department**

Street Name: WILCOX AVENUE SB

Limits: WALNUT STREET to CLARA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: <u>30.5</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>12:50</u>
50th Percentile Speed: <u>27.9</u>	Weather: <u>clear</u>	End Time: <u>13:20</u>
15th Percentile Speed: <u>25.1</u>	Road Condition: <u>good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>23- 32</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>94</u>	Conditions not Apparent: Lots of driveways, parking, school xing and school	
Percent in Pace: <u>94.0%</u>		

# City of Cudahy Engineering and Traffic Survey Summary

Street: WILCOX AVENUE SB  
Limits: WALNUT STREET  
CLARA STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

<b>Factors</b>	<b>Direction: <u>South</u></b>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment Clara Street to Hartle Street		
85th Percentile	30.5		
10 mph Pace	23 - 32		
Percent in Pace	94.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	3		
Collision Rate (Acc/MVM)	1.344		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	13434		
Length of Segment	1200		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, parking, school xing and school		
Roadway Geometrics			
Comments	Desirable limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Single and Multi Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 33

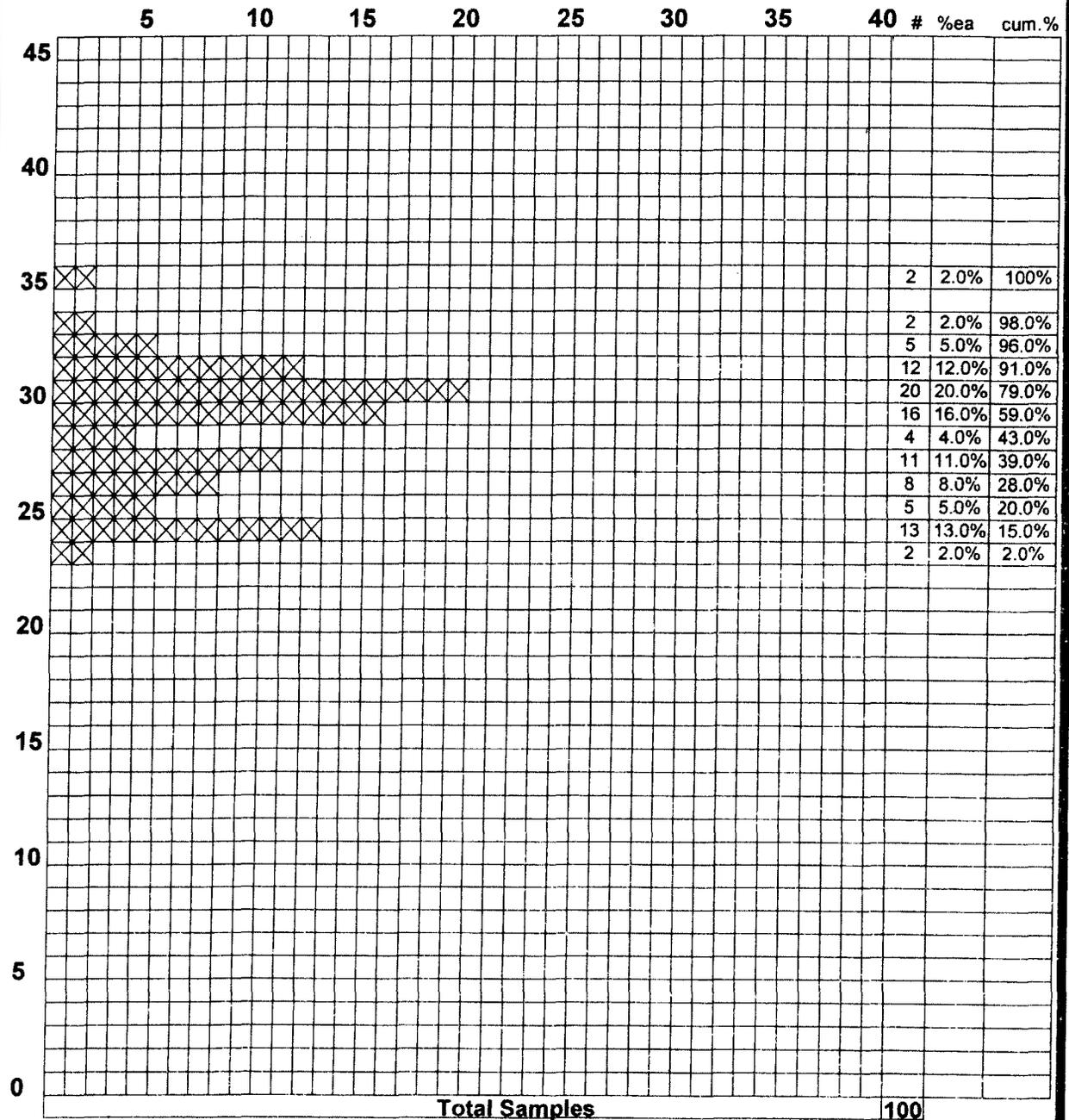
**City of Cudahy  
Traffic Engineering Department**

Street Name: WILCOX AVENUE NB

Limits: CLARA STREET to SANTA ANA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: <u>30.5</u>	Date of Survey: <u>6/20/2007</u>	Start Time: <u>14:30</u>
50th Percentile Speed: <u>28.4</u>	Weather: <u>Clear</u>	End Time: <u>15:00</u>
15th Percentile Speed: <u>24.0</u>	Road Condition: <u>Good</u>	Posted Speed: <u>25</u>
10 MPH Pace: <u>23-32</u>	Street Class.:	Observer: <u>GE</u>
Number in Pace: <u>96</u>	Conditions not Apparent:	Lots of driveways, 4-way stops in segment, parking both sides
Percent in Pace: <u>96.0%</u>		

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: WILCOX AVENUE NB  
Limits: CLARA STREET  
SANTA ANA STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

Factors	Direction: <u>North</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment		
85th Percentile	30.5		
10 mph Pace	23 - 32		
Percent in Pace	96.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	1		
Collision Rate (Acc/MVM)	0.325		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	13434		
Length of Segment	1656		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, 4-way stops in segment, parking both sides		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 36

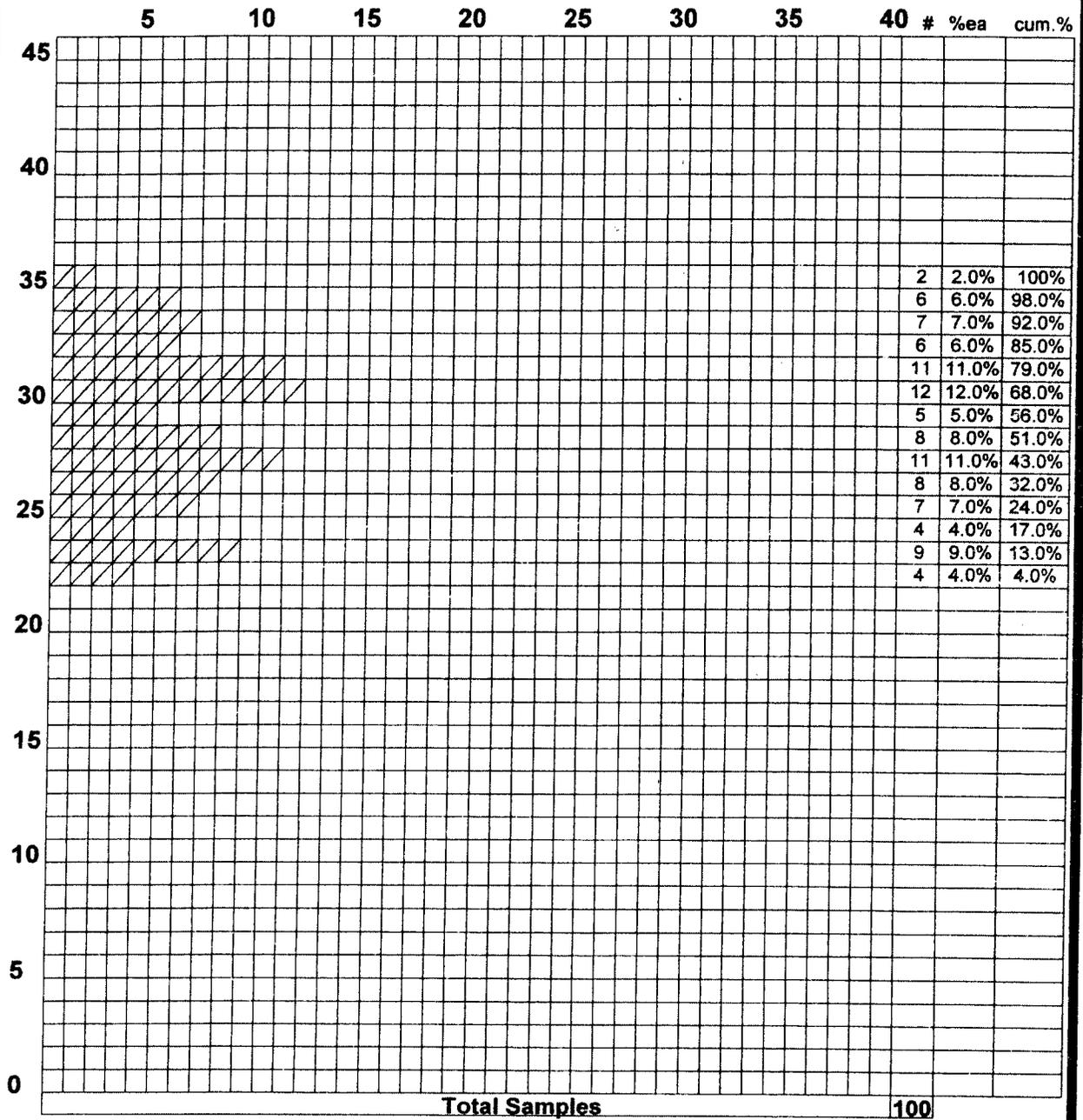
**City of Cudahy  
Traffic Engineering Department**

Street Name: WILCOX AVENUE SB

Limits: CLARA STREET to SANTA ANA STREET

**Radar Survey Sheet**

X=North / =South



85th Percentile Speed: 32.0  
 50th Percentile Speed: 27.9  
 15th Percentile Speed: 23.5  
 10 MPH Pace: 23- 32  
 Number in Pace: 81  
 Percent in Pace: 81.0%

Date of Survey: 6/20/2007      Start Time: 13:55  
 Weather: Clear      End Time: 14:30  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Lots of driveways, 4-way stops in segment, parking both sides

**City of Cudahy  
Engineering and Traffic Survey  
Summary**

Street: WILCOX AVENUE SB  
Limits: CLARA STREET  
SANTA ANA STREET

Field Observer GE  
Checked By: PL  
Date: 6/20/2007

Factors	Direction: <u>South</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment		
85th Percentile	32.0		
10 mph Pace	23 - 32		
Percent in Pace	81.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	1		
Collision Rate (Acc/MVM)	0.325		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	13434		
Length of Segment	1656		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, 4-way stops in segment, parking both sides		
Roadway Geometrics			
Comments	Desirable posted limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 35

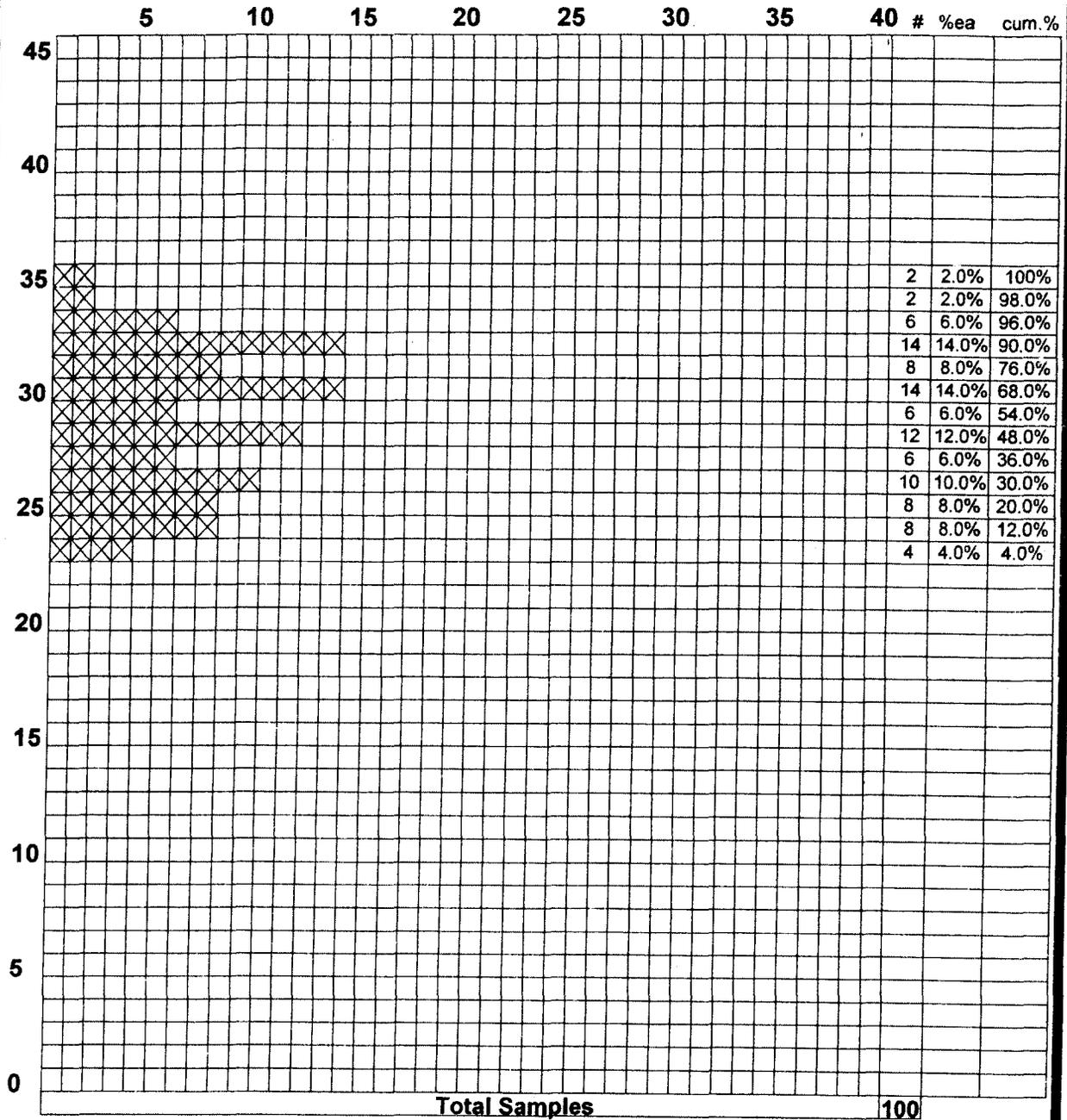
## City of Cudahy Traffic Engineering Department

Street Name: WILCOX AVENUE NB

Limits: SANTA ANA STREET to PATATA STREET

### Radar Survey Sheet

X=North /=South



85th Percentile Speed: 31.6  
 50th Percentile Speed: 28.3  
 15th Percentile Speed: 24.4  
 10 MPH Pace: 24- 33  
 Number in Pace: 92  
 Percent in Pace: 92.0%

Date of Survey: 6/21/2007      Start Time: 9:40  
 Weather: Clear      End Time: 10:15  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Lots of driveways, some pedestrians, truck traffic, 2 hour parking

# City of Cudahy Engineering and Traffic Survey Summary

Street: WILCOX AVENUE NB  
Limits: SANTA ANA STREET  
PATATA STREET

Field Observer GE  
Checked By: PL  
Date: 6/21/2007

Factors	Direction: <u>North</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment Santa Ana Street to Cecelia		
85th Percentile	31.6		
10 mph Pace	24 - 33		
Percent in Pace	92.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	1		
Collision Rate (Acc/MVM)	0.897		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	4302		
Length of Segment	1872		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, some pedestrians, truck traffic, 2 hour parking		
Roadway Geometrics			
Comments	Desirable limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential Industrial		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 38

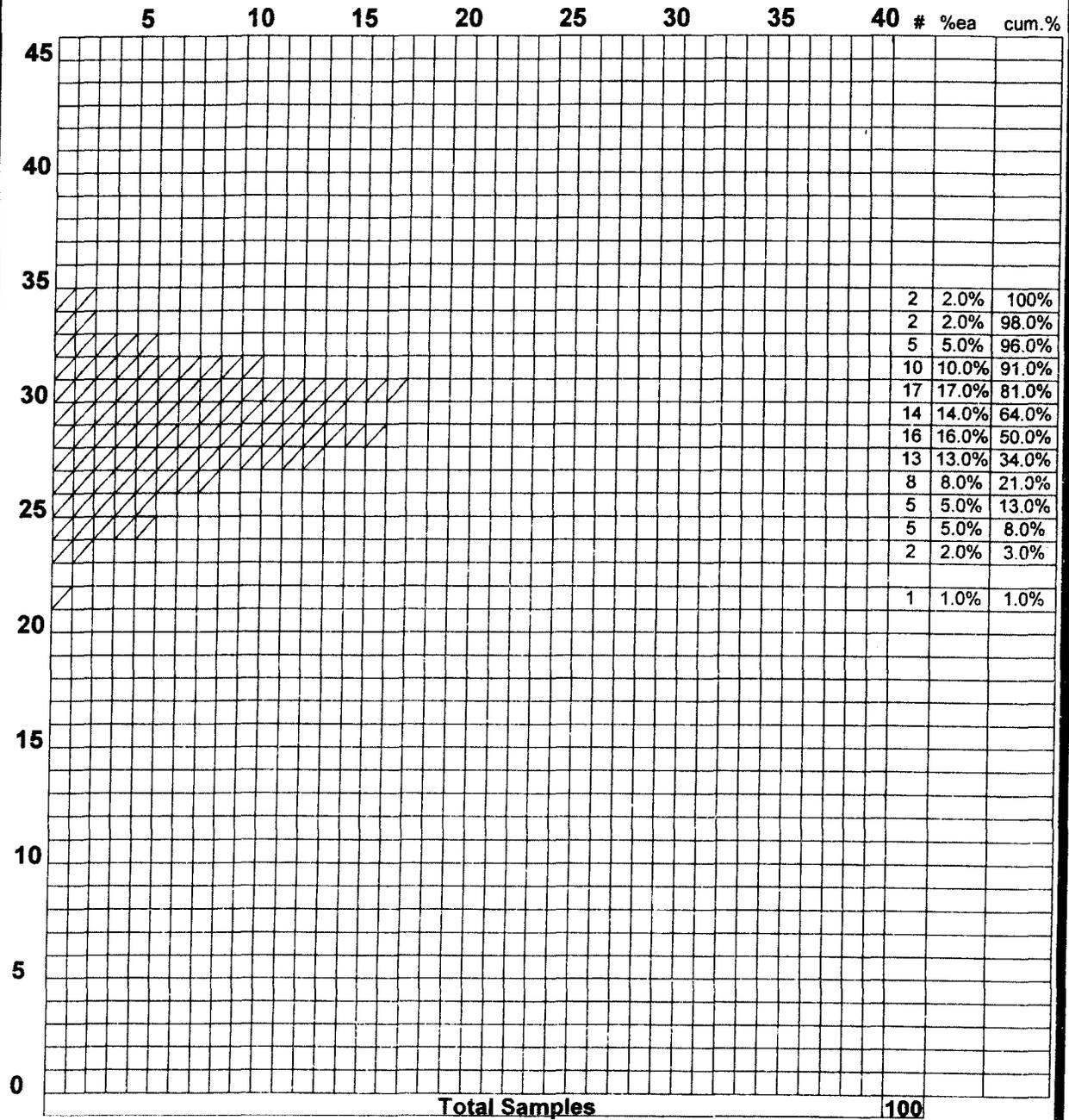
**City of Cudahy  
Traffic Engineering Department**

Street Name: WILCOX AVENUE SB

Limits: SANTA ANA STREET to PATATA STREET

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 30.4  
 50th Percentile Speed: 28.0  
 15th Percentile Speed: 25.3  
 10 MPH Pace: 23- 32  
 Number in Pace: 95  
 Percent in Pace: 95.0%

Date of Survey: 6/21/2007      Start Time: 9:00  
 Weather: Clear      End Time: 9:40  
 Road Condition: Good      Posted Speed: 25  
 Street Class.:      Observer: GE  
 Conditions not Apparent: Lots of driveways, moderate pedestrians, 2 hour parking, truck traffic

# City of Cudahy Engineering and Traffic Survey Summary

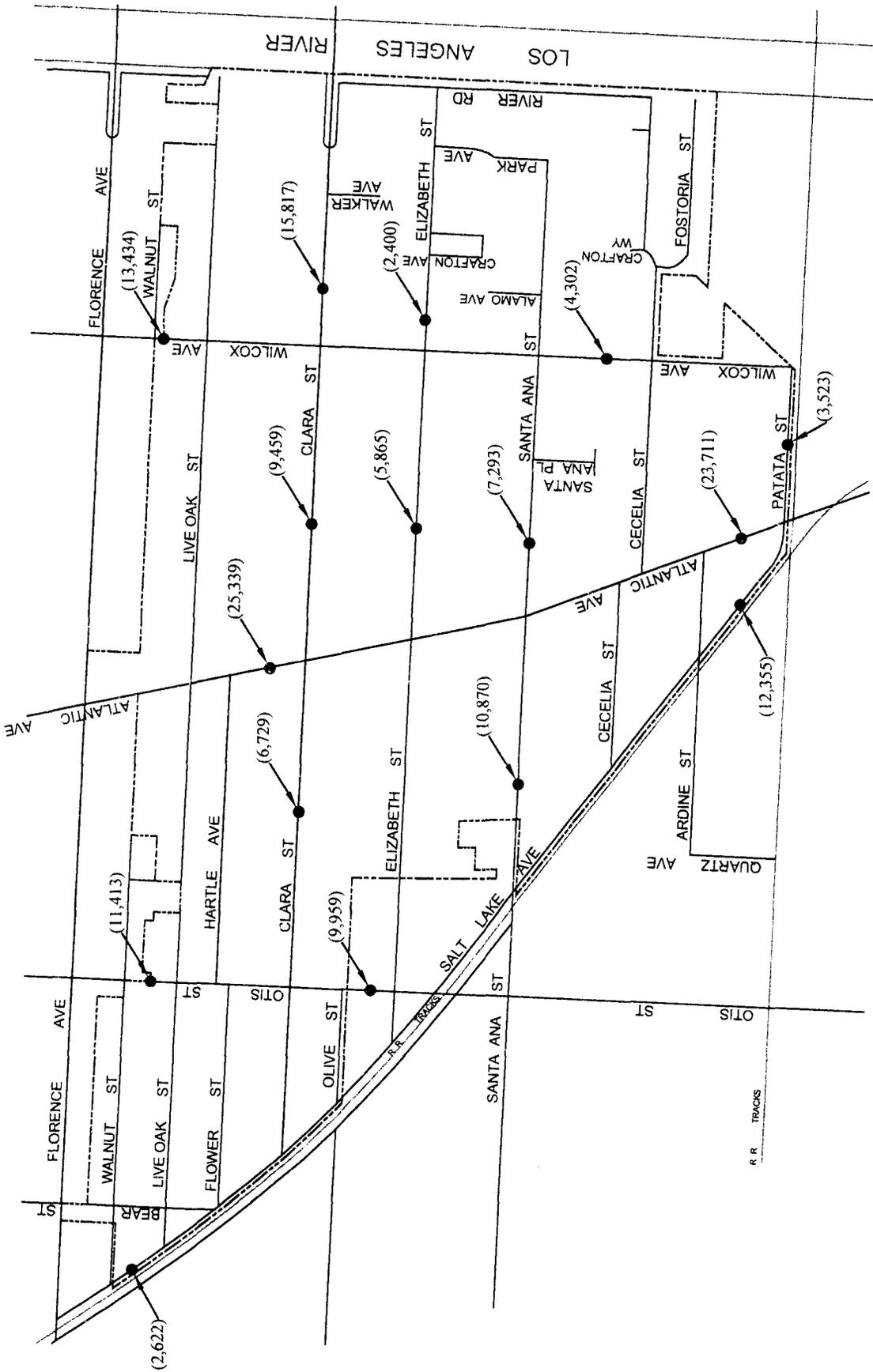
Street: WILCOX AVENUE SB  
Limits: SANTA ANA STREET  
PATATA STREET

Field Observer GE  
Checked By: PL  
Date: 6/21/2007

Factors	Direction: <u>South</u>		
<b><u>A. Prevailing Speed Data</u></b>			
Location of Survey	Mid Segment Santa Ana Street to Cecelia		
85th Percentile	30.4		
10 mph Pace	23 - 32		
Percent in Pace	95.0%		
Posted Speed Limit	25		
<b><u>B. Collision History</u></b>			
Date Range Covered	1/1/2000	To 12/31/2001	( 2 Years )
Total Collisions	1		
Collision Rate (Acc/MVM)	0.897		
Expected Collision Rate	1.98		
<b><u>C. Traffic Factors</u></b>			
Average Daily Traffic	4302		
Length of Segment	1872		
Lane Configuration	Single Lane Each Direction		
Street Classification			
<b><u>D. Conditions Not Readily Apparent</u></b>			
Conditions	Lots of driveways, moderate pedestrians, 2 hour parking, truck traffic		
Roadway Geometrics			
Comments	Desirable limit per 85th percentile is 30 mph. Post limit at 25 mph due to existing roadway conditions.		
<b><u>E. Adjacent Land Use</u></b>			
	Single Family Residential Industrial		
Posted Speed Limit	25		
Speed Limit Change?	No		
Revised Speed Limit			
Approved and Authorized for release by City of Cudahy:			
_____		_____	
		Date	Loc. # 37

# 2007 Citywide Traffic Counts

# CITY OF CUDAHY 24 HOURS VOLUME



COUNTS CONDUCTED:  
JULY, 2007

Crown City Engineers

**CITY OF CUDAHY  
2007  
CITYWIDE TRAFFIC COUNTS**

STREET	LOCATION	VOLUME
Atlantic Ave.	Clara St to Hartle	25,339
Atlantic Ave.	Patata St. to Arden	23,711
Clara St.	Atlantic Ave to Wilcox Ave	9,459
Clara St.	Atlantic Ave to Otis Ave	6,729
Clara St.	Wilcox to Walker	15,817
Elizabeth St.	Atlantic to Wilcox	5,865
Elizabeth St.	Wilcox to Crafton	2,400
Otis Ave.	Elizabeth St. to Olive	9,959
Otis Ave.	Live Oak to Walnut	11,413
Patata St.	Wilcox Ave. to Atlantic Ave.	3,523
Salt Lake Ave.	Live Oak to Walnut	2,622
Santa Ana St.	Atlantic Ave. to Santa Ana PL	7,293
Santa Ana St.	Atlantic Ave. to Salt Lake Ave.	10,870
Salt Lake Ave.	Patata St. to Arden	12,355
Santa Ana St.	Wilcox Ave. to Park	2,845
Wilcox Ave.	Florence Ave to Live Oak	13,434
Wilcox Ave.	Santa Ana St. to Cacellia	4,302



City Traffic Counters  
626.256.4171

Site Code : 00000000000  
Start Date: 05/31/2007  
File I.D. : C:\DOCUMENTS  
Page : 1

Street name :Atlantic Ave		Cross street:Bt. Patata & Arden		Direction 1		Combined		Thursday				
Begin Time	South	North	South	North	Combined	South	North	Combined	Day			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	05/31	24	176	34	195	58	371					
12:15		23	172	39	192	62	364					
12:30		12	167	39	166	51	333					
12:45		14	176	691	23	135	183	736	37	208	1427	
01:00		16	172	20	190	36	362					
01:15		11	165	14	211	25	376					
01:30		7	161	13	176	20	337					
01:45		14	186	684	20	67	177	754	34	115	363	1438
02:00		15	172	11	179	26	351					
02:15		18	163	26	189	44	352					
02:30		17	181	9	229	26	410					
02:45		9	166	682	21	67	212	809	30	126	378	1491
03:00		14	205	16	242	30	447					
03:15		17	181	20	215	37	396					
03:30		13	213	21	200	34	413					
03:45		23	236	835	17	74	216	873	40	141	452	1708
04:00		14	227	10	241	24	468					
04:15		27	190	20	213	47	403					
04:30		29	212	16	225	45	437					
04:45		38	230	859	28	74	223	902	66	182	453	1761
05:00		50	194	39	225	89	419					
05:15		74	241	36	229	110	470					
05:30		96	262	54	216	150	478					
05:45		99	212	909	71	200	247	917	170	519	459	1826
06:00		81	216	66	215	147	431					
06:15		117	176	78	239	195	415					
06:30		131	181	90	287	221	468					
06:45		138	176	749	127	361	210	951	265	828	386	1700
07:00		130	157	184	164	314	321					
07:15		194	145	176	176	370	321					
07:30		174	130	236	163	410	293					
07:45		130	138	570	233	829	151	654	363	1457	289	1224
08:00		162	131	189	124	351	255					
08:15		113	102	212	139	325	241					
08:30		109	113	159	150	268	263					
08:45		136	124	470	176	736	144	557	312	1256	268	1027
09:00		123	95	158	127	281	222					
09:15		119	94	142	141	261	235					
09:30		130	91	165	115	295	206					
09:45		135	63	343	147	612	121	504	282	1119	184	847
10:00		116	82	132	85	248	167					
10:15		109	55	153	102	262	157					
10:30		139	67	146	70	285	137					
10:45		139	52	256	166	597	69	326	305	1100	121	582
11:00		147	57	188	60	335	117					
11:15		129	43	191	66	320	109					
11:30		143	31	172	42	315	73					
11:45		154	22	153	147	698	37	205	301	1271	59	358
Totals		3872	7201	4450	8188	8322	15389					
Day Totals		11073		12638		23711						
Split %		46.5%	46.7%	53.4%	53.2%							
Peak Hour		07:15	05:15	07:30	05:45	07:15	05:15					
Volume		660	931	870	988	1494	1838					
P.H.F.		.85	.88	.92	.86	.91	.96					

City Traffic Counters  
626.256.4171

Site Code : 00000000000  
Start Date: 06/05/2007  
File I.D. : C:\DOCUMENTS  
Page : 1

Street name : Clara St Cross street: Bt. Atlantic & Otis Direction 1												
Begin Time	West				East				Combined		Tuesday	
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.		
12:00 06/05	13		32		4		34		17		66	
12:15	5		34		4		34		9		68	
12:30	8		40		4		36		12		76	
12:45	8	34	45	151	10	22	42	146	18	56	87	297
01:00	8		41		2		32		10		73	
01:15	8		49		9		30		17		79	
01:30	9		48		2		46		11		94	
01:45	6	31	50	188	3	16	55	163	9	47	105	351
02:00	9		56		2		69		11		125	
02:15	4		83		1		75		5		158	
02:30	2		63		1		59		3		122	
02:45	2	17	47	249	1	5	44	247	3	22	91	496
03:00	3		39		2		41		5		80	
03:15	5		57		1		43		6		100	
03:30	5		36		1		47		6		83	
03:45	5	18	65	197	4	8	50	181	9	26	115	378
04:00	3		55		6		56		9		111	
04:15	3		70		2		51		5		121	
04:30	3		59		7		61		10		120	
04:45	3	12	95	279	10	25	60	228	13	37	155	507
05:00	9		71		12		66		21		137	
05:15	6		90		10		65		16		155	
05:30	4		66		12		69		16		135	
05:45	9	28	84	311	20	54	83	283	29	82	167	594
06:00	23		77		13		85		36		162	
06:15	14		85		13		88		27		173	
06:30	21		68		21		110		42		178	
06:45	15	73	51	281	28	75	50	333	43	148	101	614
07:00	34		67		25		51		59		118	
07:15	39		79		31		70		70		149	
07:30	47		64		80		45		127		109	
07:45	82	202	69	279	67	203	40	206	149	405	109	485
08:00	106		45		70		52		176		97	
08:15	69		56		66		47		135		103	
08:30	56		41		38		38		94		79	
08:45	41	272	48	190	34	208	40	177	75	480	88	367
09:00	38		32		30		37		68		69	
09:15	31		36		28		27		59		63	
09:30	40		50		29		32		69		82	
09:45	32	141	38	156	26	113	26	122	58	254	64	278
10:00	25		52		27		16		52		68	
10:15	32		41		33		18		65		59	
10:30	24		39		26		16		50		55	
10:45	35	116	24	156	23	109	18	68	58	225	42	224
11:00	39		25		29		12		68		37	
11:15	37		16		25		9		62		25	
11:30	27		11		24		15		51		26	
11:45	23	126	20	72	33	111	11	47	56	237	31	119
Totals	1070		2509		949		2201		2019		4710	
Day Totals		3579				3150				6729		
Split %	53.0%		53.2%		47.0%		46.7%					
Peak Hour	07:45		04:45		07:30		05:45		07:30		05:45	
Volume	313		322		283		366		587		680	
P.H.F.	.73		.84		.88		.83		.83		.95	

City Traffic Counters  
626.256.4171

Site Code : 000000000000  
Start Date: 06/04/2007  
File I.D. : C:\DOCUMENTS  
Page : 2

Street name : Clara St Cross street: Bt. Atlantic & Wilcox Direction 1									
Begin Time	West		East		Combined		Tuesday		
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	06/05 16	53	8	53	24			106	
12:15	9	67	5	58	14			125	
12:30	12	82	9	50	21			132	
12:45	9	46 76	278	9	31 71	232	18	77 147	510
01:00	7	70		9	58		16		128
01:15	10	59		8	47		18		106
01:30	10	67		4	66		14		133
01:45	9	36 82	278	4	25 63	234	13	61 145	512
02:00	11	96		2	81		13		177
02:15	3	90		5	69		8		159
02:30	4	56		4	79		8		135
02:45	6	24 78	320	4	15 75	304	10	39 153	624
03:00	1	82		3	71		4		153
03:15	6	91		5	52		11		143
03:30	6	100		6	95		12		195
03:45	4	17 95	368	10	24 73	291	14	41 168	659
04:00	7	99		9	70		16		169
04:15	5	102		4	73		9		175
04:30	9	115		12	75		21		190
04:45	9	30 110	426	9	34 93	311	18	64 203	737
05:00	14	98		25	73		39		171
05:15	9	91		15	82		24		173
05:30	19	106		24	91		43		197
05:45	23	65 112	407	37	101 75	321	60	166 187	728
06:00	12	119		54	104		56		223
06:15	26	94		29	113		55		207
06:30	22	88		25	106		47		194
06:45	38	98 94	395	41	149 64	387	79	247 158	782
07:00	49	93		51	96		100		189
07:15	57	98		58	76		115		174
07:30	97	80		116	78		213		158
07:45	84	287 67	338	110	335 67	317	194	622 134	655
08:00	69	70		83	62		152		132
08:15	74	59		87	68		161		127
08:30	54	63		69	56		123		119
08:45	66	263 56	248	68	307 50	236	134	570 106	484
09:00	57	57		50	52		107		109
09:15	59	52		45	46		104		98
09:30	39	50		36	52		75		102
09:45	46	201 59	218	38	169 35	185	84	370 94	403
10:00	55	59		46	25		101		84
10:15	43	44		39	22		82		66
10:30	49	31		40	32		89		63
10:45	62	209 36	170	52	177 24	103	114	386 60	273
11:00	48	30		39	16		87		46
11:15	46	25		51	16		97		41
11:30	49	23		40	16		39		39
11:45	54	197 17	95	59	189 10	58	113	386 27	153
Totals	1473	3541		1556	2979		3029	6520	
Day Totals	5014			4535			9549		
Split %	48.6%	54.3%		51.3%	45.6%				
Peak Hour	07:30	05:30		07:30	05:45		07:30	05:30	
Volume	324	431		396	398		720	814	
P.H.F.	.83	.90		.85	.88		.84	.91	

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Street name : Clara St Cross street: St. Wilcox & Walker Direction 1											Thursday	
Begin Time	East				West				Combined			
	A.M.		P.M.		A.M.		P.M.	A.M.	P.M.			
12:00 05/31	19		92		21		88		40		180	
12:15	11		86		17		111		28		197	
12:30	7		79		16		84		23		163	
12:45	12	49	89	346	16	70	88	371	28	119	177	717
01:00	3		80		12		82		15		162	
01:15	6		106		12		106		18		212	
01:30	6		102		4		118		10		220	
01:45	8	23	101	389	13	41	111	417	21	64	212	806
02:00	1		112		13		121		14		233	
02:15	9		113		7		114		16		227	
02:30	2		137		8		137		10		274	
02:45	8	20	146	508	6	34	163	535	14	54	309	1043
03:00	12		126		10		136		22		262	
03:15	10		164		9		133		19		297	
03:30	15		152		6		154		21		306	
03:45	13	50	152	594	13	38	168	591	26	88	320	1185
04:00	9		124		4		148		13		272	
04:15	17		132		10		165		27		297	
04:30	22		168		15		149		37		317	
04:45	28	76	191	615	20	49	165	627	48	125	356	1242
05:00	29		174		22		157		51		331	
05:15	41		162		22		170		63		332	
05:30	75		158		36		175		111		333	
05:45	65	210	164	658	28	108	154	656	93	318	318	1314
06:00	48		140		39		173		87		313	
06:15	67		151		59		161		126		312	
06:30	90		149		73		134		163		283	
06:45	96	301	151	591	80	251	145	613	176	552	296	1204
07:00	93		130		119		130		212		260	
07:15	134		124		141		130		275		254	
07:30	166		126		127		137		293		263	
07:45	159	552	111	491	113	500	129	526	272	1052	240	1017
08:00	133		89		114		131		247		220	
08:15	97		106		96		126		193		232	
08:30	89		99		104		123		193		222	
08:45	91	410	83	377	99	413	93	473	190	823	176	850
09:00	68		81		82		117		150		198	
09:15	69		96		60		94		129		190	
09:30	81		56		78		81		159		137	
09:45	74	292	51	284	64	284	91	383	138	576	142	667
10:00	66		54		72		83		138		137	
10:15	86		58		74		67		160		125	
10:30	93		56		79		53		172		109	
10:45	81	326	34	202	72	297	35	238	153	623	69	440
11:00	87		29		71		41		158		70	
11:15	82		27		92		35		174		62	
11:30	96		21		95		32		191		53	
11:45	105	370	21	98	82	340	22	130	187	710	43	228
Totals	2679		5153		2425		5560		5104		10713	
Day Totals		7832			7985				15817			
Split %	52.4%		48.1%		47.5%		51.9%					
Peak Hour	07:15		04:30		07:00		05:15		07:15		04:45	
Volume	592		695		500		672		1087		1352	
P.H.F.	.89		.90		.88		.96		.92		.94	

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Street name :Elizabeth St Cross street:Bt. Wilcox & Crafton Direction 1										
Begin Time	East				West				Combined	Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 05/31	4	20	1	15	5			35		
12:15	5	10	2	12	7			22		
12:30	1	16	2	22	3			38		
12:45	1	15	0	13	1	16		28	123	
01:00	4	11	1	15	5			26		
01:15	1	15	3	17	4			32		
01:30	2	16	1	9	3			25		
01:45	1	15	2	10	3	15		25	108	
02:00	1	17	0	18	1			35		
02:15	1	26	1	28	2			54		
02:30	0	19	0	34	0			53		
02:45	1	27	3	15	4	7		42	184	
03:00	2	18	3	15	5			33		
03:15	2	30	1	17	3			47		
03:30	1	26	1	19	2			45		
03:45	2	26	1	22	3	13		48	173	
04:00	1	30	1	15	2			45		
04:15	0	25	6	25	6			50		
04:30	4	26	7	22	11			48		
04:45	3	17	5	22	8	27		39	182	
05:00	2	27	4	21	6			48		
05:15	3	31	4	26	7			57		
05:30	4	39	11	23	15			62		
05:45	8	40	7	22	15	43		62	229	
06:00	5	29	8	26	13			55		
06:15	7	18	13	25	20			43		
06:30	9	28	14	29	23			57		
06:45	6	20	7	34	13	69		54	209	
07:00	15	24	23	14	38			38		
07:15	21	24	33	18	54			42		
07:30	5	29	6	20	11			49		
07:45	16	12	39	14	66	158		26	155	
08:00	8	17	38	16	46			33		
08:15	15	23	13	15	28			38		
08:30	8	19	8	16	16			35		
08:45	15	26	8	16	23	113		42	148	
09:00	11	18	14	14	25			32		
09:15	8	13	9	13	17			26		
09:30	8	18	12	8	20			26		
09:45	7	16	7	11	14	76		27	111	
10:00	5	9	6	6	11			15		
10:15	9	3	11	11	20			14		
10:30	12	7	4	5	16			12		
10:45	13	12	10	4	23	70		16	57	
11:00	9	4	3	5	12			9		
11:15	6	4	8	2	14			6		
11:30	14	4	11	3	25			7		
11:45	19	3	18	1	37	88		4	26	
Totals	305	922	390	783	695	1705				
Day Totals		1227		1173		2400				
Split %	43.8%	54.0%	56.1%	45.9%						
Peak Hour	07:00	05:15	07:15	06:00	07:15	05:15				
Volume	57	139	116	114	166	236				
P.H.F.	.67	.86	.74	.83	.75	.95				

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Street name :Otis Ave Cross street:Bt. Elizabeth & Olive Direction 1												
Begin Time	North				South				Combined		Tuesday	
	A.M.		P.M.		A.M.		P.M.	A.M.		P.M.		
12:00 06/05	15		65		9		48	24		113		
12:15	16		68		8		55	24		123		
12:30	10		79		13		54	23		133		
12:45	12	53	71	283	7	37	54	211	19	90	125	494
01:00	9		74		6		48		15		122	
01:15	3		69		6		63		9		132	
01:30	8		81		6		88		14		169	
01:45	5	25	87	311	5	23	58	257	10	48	145	568
02:00	7		96		8		74		15		170	
02:15	3		114		6		72		9		186	
02:30	5		76		1		96		6		172	
02:45	4	19	80	366	2	17	63	305	6	36	143	671
03:00	2		79		3		82		5		161	
03:15	5		106		6		93		11		199	
03:30	3		95		4		84		7		179	
03:45	5	15	95	375	6	19	93	352	11	34	188	727
04:00	11		86		3		125		14		211	
04:15	8		96		7		95		15		191	
04:30	8		119		5		67		13		186	
04:45	9	36	83	384	13	28	85	372	22	64	168	756
05:00	17		109		12		82		29		191	
05:15	12		109		6		96		18		205	
05:30	24		111		15		108		39		219	
05:45	18	71	93	422	17	50	97	383	35	121	190	805
06:00	30		92		20		106		50		198	
06:15	43		100		19		97		62		197	
06:30	32		100		18		77		50		177	
06:45	61	166	95	387	24	81	85	365	85	247	180	752
07:00	62		102		39		95		101		197	
07:15	89		99		26		69		115		168	
07:30	105		80		40		91		145		171	
07:45	97	353	68	349	101	206	66	321	198	559	134	670
08:00	87		74		93		60		180		134	
08:15	85		73		70		65		155		138	
08:30	56		79		49		70		105		149	
08:45	71	299	62	288	51	263	60	255	122	562	122	543
09:00	84		58		59		52		143		110	
09:15	68		55		52		53		120		108	
09:30	65		59		52		50		117		109	
09:45	60	277	56	228	53	216	47	202	113	493	103	430
10:00	66		44		57		39		123		83	
10:15	48		44		45		49		93		93	
10:30	53		39		52		29		105		68	
10:45	55	222	19	146	56	210	30	147	111	432	49	293
11:00	59		20		47		24		106		44	
11:15	56		15		46		17		102		32	
11:30	49		19		57		18		106		37	
11:45	67	231	11	65	48	198	11	70	115	429	22	135
Totals	1767		3604		1348		3240		3115		6844	
Day Totals		5371			4588				9959			
Split %	56.7%		52.6%		43.2%		47.3%					
Peak Hour	07:15		05:00		07:45		05:30		07:30		05:15	
Volume	378		422		313		408		678		812	
P.H.F.	.9		.95		.77		.94		.85		.92	

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Street name :Otis Ave Cross street:Bt. Live Oak & Walnut Direction 1												
Begin Time	North				South				Combined		Tuesday	
	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.				
12:00 06/05	14	78		18	61		32		139			
12:15	10	76		19	52		29		128			
12:30	9	86		16	53		25		139			
12:45	7	77	317	10	63	240	17	103	151	557		
01:00	17	86		13	64		30		150			
01:15	10	89		4	83		14		172			
01:30	7	87		8	79		15		166			
01:45	7	92	354	6	31	89	13	72	181	669		
02:00	8	77		6	91		14		168			
02:15	8	136		7	96		15		232			
02:30	9	88		4	91		13		179			
02:45	6	79	380	6	23	82	12	54	161	740		
03:00	5	101		3	85		8		186			
03:15	6	114		5	101		11		215			
03:30	4	100		5	93		9		193			
03:45	3	18	103	418	8	21	120	399	11	39	223	817
04:00	11	104		3	131		14		235			
04:15	10	95		11	110		21		205			
04:30	16	107		6	112		22		219			
04:45	19	91	397	15	35	115	468	34	91	206	865	
05:00	23	103		10	97		33		200			
05:15	16	103		11	110		27		213			
05:30	28	113		16	118		44		231			
05:45	28	95	92	411	20	57	112	437	48	152	204	848
06:00	48	94		25	120		73		214			
06:15	59	106		28	96		87		202			
06:30	52	104		21	101		73		205			
06:45	78	237	97	401	30	104	103	420	108	341	200	821
07:00	80	96		52	116		132		212			
07:15	111	106		57	98		168		204			
07:30	144	87		81	85		225		172			
07:45	132	467	66	355	90	280	86	385	222	747	152	740
08:00	98	75		89	69		187		144			
08:15	112	72		54	75		166		147			
08:30	80	89		39	89		119		178			
08:45	89	379	65	301	42	224	73	306	131	603	138	607
09:00	69	56		50	61		119		117			
09:15	78	74		47	68		125		142			
09:30	68	46		50	69		118		115			
09:45	85	300	58	234	50	197	59	257	135	497	117	491
10:00	84	47		66	63		150		110			
10:15	84	46		43	47		127		93			
10:30	66	47		43	46		109		93			
10:45	55	289	31	171	54	206	49	205	109	495	80	376
11:00	77	21		50	37		127		58			
11:15	74	23		53	36		127		59			
11:30	53	13		54	27		107		40			
11:45	74	278	15	72	60	217	21	121	134	495	36	193
Totals	2231	3811		1458	3913		3689		7724			
Day Totals		6042		5371			11413					
Split %	60.4%	49.3%		39.5%	50.6%							
Peak Hour	07:30	03:15		07:15	03:45		07:15		03:45			
Volume	486	421		317	473		802		882			
P.H.F.	.84	.92		.88	.90		.89		.93			

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Street name :Patata St Cross street:Bl. Wilcox & Atlantic Direction 1											
Begin Time	West				East				Combined		Thursday
	A.M.		P.M.	A.M.		P.M.		A.M.	P.M.		
12:00 05/31	7		38	3		24		10		62	
12:15	2		42	3		33		5		75	
12:30	2		27	1		28		3		55	
12:45	2	13	18	2	9	19	104	4	22	37 229	
01:00	2		33	1		30		3		63	
01:15	2		22	3		19		5		41	
01:30	1		23	1		10		2		33	
01:45	2	7	19	2	7	26	85	4	14	45 182	
02:00	1		49	0		18		1		67	
02:15	0		33	3		36		3		69	
02:30	0		66	2		34		2		100	
02:45	3	4	33	7	12	30	118	10	16	63 299	
03:00	2		34	4		19		6		53	
03:15	3		48	1		16		4		64	
03:30	9		39	5		29		14		68	
03:45	3	17	39	11	21	14	78	14	38	53 238	
04:00	3		31	4		16		7		47	
04:15	5		28	1		35		6		63	
04:30	7		55	8		18		15		73	
04:45	10	25	32	16	29	38	107	26	54	70 253	
05:00	15		41	15		13		30		54	
05:15	13		34	15		27		28		61	
05:30	17		51	22		22		39		73	
05:45	35	80	28	26	78	20	82	61	158	48 236	
06:00	24		40	20		19		44		59	
06:15	21		40	14		19		35		59	
06:30	25		29	16		23		41		52	
06:45	32	102	22	20	70	19	80	52	172	41 211	
07:00	27		14	11		38		38		52	
07:15	25		18	13		21		38		39	
07:30	24		10	20		22		44		32	
07:45	33	109	20	22	66	11	92	55	175	31 154	
08:00	27		28	16		23		43		51	
08:15	26		22	15		12		41		34	
08:30	16		17	12		17		28		34	
08:45	22	91	15	22	65	15	67	44	156	30 149	
09:00	24		6	15		18		39		24	
09:15	21		9	17		15		38		24	
09:30	25		13	18		11		43		24	
09:45	22	92	9	37	68	13	57	40	160	22 94	
10:00	23		12	15		20		38		32	
10:15	24		9	21		14		45		23	
10:30	16		17	10		15		26		32	
10:45	23	86	7	22	68	6	55	45	154	13 100	
11:00	37		12	5		5		42		17	
11:15	34		8	31		4		65		12	
11:30	23		5	23		3		46		8	
11:45	24	118	1	26	87	16	28	52	205	17 54	
Totals	944		1246	580		953		1324		2199	
Day Totals		1990			1533				3523		
Split %	56.1%		56.6%	43.8%		43.3%					
Peak Hour	11:00		02:00	11:00		02:15		11:00		02:00	
Volume	118		181	87		119		205		299	
P.H.F.	.79		.68	.70		.82		.78		.74	

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Street name :Salt Lake Ave Cross street:Bt. Live Oak & Walnut Direction 1									
Begin Time	North			South			Combined		Tuesday
	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.		
12:00 06/05	10	13		1	11	11	24		
12:15	3	20		3	9	6	29		
12:30	4	25		2	16	6	41		
12:45	1	19	77	5	11	6	35	129	
01:00	2	14		2	15	4	29		
01:15	2	27		2	19	4	46		
01:30	0	19		1	16	1	35		
01:45	1	12	72	2	7	3	32	142	
02:00	2	28		2	33	4	61		
02:15	3	19		1	25	4	44		
02:30	0	17		1	15	1	32		
02:45	6	11	81	2	6	8	31	168	
03:00	4	22		1	29	5	51		
03:15	1	27		2	23	3	50		
03:30	4	21		3	11	7	32		
03:45	2	11	90	1	7	3	45	178	
04:00	0	22		0	13	0	35		
04:15	5	20		3	20	8	40		
04:30	7	27		5	18	12	45		
04:45	11	23	91	6	14	17	43	163	
05:00	9	23		12	33	21	56		
05:15	6	30		3	23	9	53		
05:30	9	21		6	25	15	46		
05:45	19	43	98	13	34	32	53	208	
06:00	27	25		9	19	36	44		
06:15	16	21		10	24	26	45		
06:30	20	27		10	23	30	50		
06:45	17	80	87	9	38	26	44	183	
07:00	21	24		11	19	32	43		
07:15	25	20		13	25	38	45		
07:30	19	14		9	14	28	28		
07:45	31	96	77	21	54	52	41	157	
08:00	37	15		12	10	49	25		
08:15	24	11		14	27	38	38		
08:30	25	15		15	10	40	25		
08:45	19	105	64	11	52	8	31	119	
09:00	24	21		9	7	33	28		
09:15	22	15		12	5	34	20		
09:30	17	14		17	17	34	31		
09:45	14	77	61	17	55	7	18	97	
10:00	15	14		8	9	23	23		
10:15	16	18		10	9	26	27		
10:30	20	8		13	10	33	18		
10:45	9	60	49	9	40	7	16	84	
11:00	15	10		11	4	26	14		
11:15	18	12		11	0	29	12		
11:30	12	2		10	1	22	3		
11:45	19	64	29	14	46	3	8	37	
Totals	593	876		364	789	957	1665		
Day Totals		1469			1153		2622		
Split %	61.9%	52.6%		38.0%	47.3%				
Peak Hour	07:45	04:30		07:45	05:00	07:45	05:00		
Volume	117	102		62	110	179	208		
P.H.F.	.79	.85		.73	.83	.86	.92		

City Traffic Counters  
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Site Code : 00000000000  
Start Date: 05/31/2007  
File I.D. : C:\DOCUMENTS  
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Street name :Salt Lake Ave Cross street:Bt. Patata & Arden Direction 1													
Begin Time	West				East				Combined				Thursday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 05/31	25		62		15		77		40		139		
12:15	22		71		10		79		32		150		
12:30	9		74		10		78		19		152		
12:45	15	71	76	283	10	45	82	316	25	116	158	599	
01:00	11		71		4		84		15		155		
01:15	20		69		9		87		29		156		
01:30	10		67		5		85		15		152		
01:45	9	50	65	272	7	25	102	358	16	75	167	630	
02:00	14		73		5		92		19		165		
02:15	13		85		8		113		21		198		
02:30	10		87		9		118		19		205		
02:45	11	48	85	330	9	31	115	438	20	79	200	768	
03:00	11		70		9		121		20		191		
03:15	14		78		15		120		29		198		
03:30	8		84		11		120		19		204		
03:45	10	43	74	306	20	55	127	488	30	98	201	794	
04:00	6		70		21		115		27		185		
04:15	20		81		28		100		48		181		
04:30	24		84		45		134		69		218		
04:45	33	83	79	314	33	127	117	466	66	210	196	780	
05:00	13		86		59		132		72		218		
05:15	28		79		82		124		110		203		
05:30	42		79		101		140		143		219		
05:45	53	136	68	312	72	314	106	502	125	450	174	814	
06:00	58		73		92		109		150		182		
06:15	51		96		94		96		145		192		
06:30	60		80		97		107		157		187		
06:45	96	265	101	350	102	385	108	420	198	650	209	770	
07:00	71		79		148		87		219		166		
07:15	83		84		160		89		243		173		
07:30	76		71		135		87		211		158		
07:45	87	317	64	298	144	587	84	347	231	904	148	645	
08:00	83		76		105		74		188		150		
08:15	65		73		117		71		182		144		
08:30	65		64		110		77		175		141		
08:45	58	271	63	276	111	443	62	284	169	714	125	560	
09:00	54		71		102		59		156		130		
09:15	55		77		89		77		144		154		
09:30	52		60		82		64		134		124		
09:45	48	209	51	259	79	352	42	242	127	561	93	501	
10:00	64		60		87		51		151		111		
10:15	77		42		74		31		151		73		
10:30	69		48		66		35		135		83		
10:45	57	267	38	188	73	300	25	142	130	567	63	330	
11:00	58		37		85		19		143		56		
11:15	78		28		79		18		157		46		
11:30	36		29		73		12		109		41		
11:45	73	245	16	110	87	324	12	61	160	569	28	171	
Totals	2005		3298		2988		4064		4993		7362		
Day Totals		5303				7052				12355			
Split %	40.1%		44.8%		59.8%		55.2%						
Peak Hour	07:15		06:15		07:00		04:45		07:00		04:45		
Volume	329		356		587		513		904		836		
P.H.F.	.94		.88		.91		.91		.93		.95		

City Traffic Counters  
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Site Code : 00000000000  
Start Date: 06/05/2007  
File I.D. : C:\DOCUMENTS  
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Street name :Santa Ana St Cross street:Bt. Atlantic & Santa Ana Pines Direction 1									
Begin	East		West		Combined		Tuesday		
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 06/05	13	37	10	37	23	74			
12:15	12	48	11	52	23	100			
12:30	6	58	6	47	12	105			
12:45	7	50	12	42	19	92	38	77	371
01:00	3	53	8	49	11	102			
01:15	6	62	6	43	12	105			
01:30	6	44	9	39	15	83			
01:45	7	52	211	9	32	45	176	16	54
02:00	4	49	2	38	6	87			
02:15	4	66	7	47	11	113			
02:30	6	81	5	44	11	125			
02:45	4	46	242	10	24	62	191	14	42
03:00	5	54	6	70	11	124			
03:15	7	57	4	63	11	120			
03:30	3	69	4	61	7	130			
03:45	3	70	250	5	19	55	249	8	37
04:00	6	67	5	58	11	125			
04:15	5	75	1	55	6	130			
04:30	4	74	3	55	7	129			
04:45	3	76	292	10	19	55	223	13	37
05:00	13	94	5	56	18	150			
05:15	13	100	13	69	26	169			
05:30	18	82	19	65	37	147			
05:45	32	80	356	20	57	58	248	52	133
06:00	26	79	22	52	48	131			
06:15	27	82	28	54	55	136			
06:30	42	72	30	66	72	138			
06:45	35	67	300	51	131	47	219	86	261
07:00	31	76	34	53	65	129			
07:15	59	73	55	56	114	129			
07:30	88	67	81	43	169	110			
07:45	66	56	272	58	228	51	203	124	472
08:00	73	57	55	50	128	107			
08:15	44	59	58	43	102	102			
08:30	49	48	31	48	80	96			
08:45	40	48	212	34	178	44	185	74	384
09:00	43	49	31	53	74	102			
09:15	42	57	35	44	77	101			
09:30	36	36	48	38	84	74			
09:45	41	30	172	37	151	37	172	78	313
10:00	37	31	18	30	55	61			
10:15	38	27	44	25	82	52			
10:30	36	35	35	26	71	61			
10:45	42	27	120	35	132	20	101	77	285
11:00	38	25	32	22	70	47			
11:15	41	20	28	15	69	35			
11:30	36	14	33	13	69	27			
11:45	52	167	10	69	42	135	12	62	94
Totals	1252	2689	1145	2207	2397	4896			
Day Totals	3941		3352		7293				
Split %	52.2%	54.9%	47.7%	45.0%					
Peak Hour	07:15	05:00	07:30	02:45	07:15	05:00			
Volume	286	356	252	256	535	604			
P.H.F.	.81	.89	.77	.91	.79	.89			

City Traffic Counters  
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Site Code : 000000000000  
Start Date: 06/05/2007  
File I.D. : C:\DOCUMENTS  
Page : 1

Street name :Santa Ana St Cross street:Bt. Atlantic & Salt Lake Ave Direction 1												
Begin	West			East			Combined			Tuesday		
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.				
12:00 06/05	16	77		9	66		25	143				
12:15	18	85		10	71		28	156				
12:30	15	76		4	60		19	136				
12:45	11	66	304	2	83	280	13	149	584			
01:00	10	74		3	81		13	155				
01:15	7	67		9	65		16	132				
01:30	13	85		11	77		24	162				
01:45	7	92	318	8	59	282	15	68	151			
02:00	10	72		8	77		18	149	600			
02:15	5	101		12	95		17	196				
02:30	9	94		7	95		16	189				
02:45	6	30	110	377	9	36	86	353	15	66	196	730
03:00	5	95		8	81		13	176				
03:15	5	95		11	92		16	187				
03:30	10	115		4	91		14	206				
03:45	8	28	103	408	9	32	90	354	17	60	193	762
04:00	5	133		11	101		16	234				
04:15	9	104		13	87		22	191				
04:30	9	102		8	83		17	185				
04:45	11	34	118	457	26	58	109	380	37	92	227	837
05:00	14	113		23	110		37	223				
05:15	13	133		35	99		48	232				
05:30	23	102		51	86		74	188				
05:45	24	74	98	446	57	166	90	385	81	240	188	831
06:00	35	130		50	104		85	234				
06:15	34	117		58	95		92	212				
06:30	53	100		58	105		111	205				
06:45	48	170	86	433	53	219	83	387	101	389	169	820
07:00	54	99		73	83		127	182				
07:15	84	78		121	91		205	169				
07:30	81	79		99	63		180	142				
07:45	75	294	85	341	97	390	65	302	172	684	150	643
08:00	73	84		88	75		161	159				
08:15	59	68		70	72		129	140				
08:30	44	63		68	65		112	128				
08:45	54	230	80	295	72	298	65	277	126	528	145	572
09:00	50	84		54	51		104	135				
09:15	50	77		52	43		102	120				
09:30	52	63		60	45		112	108				
09:45	42	194	58	282	43	209	38	177	85	403	96	459
10:00	43	49		64	31		107	80				
10:15	59	45		59	44		118	89				
10:30	54	24		63	32		117	56				
10:45	61	217	39	157	59	245	21	128	120	462	60	285
11:00	57	23		52	23		109	46				
11:15	61	26		60	20		121	46				
11:30	76	23		78	12		154	35				
11:45	76	270	16	98	53	243	14	69	129	513	30	157
Totals	1638	3906		1952	3374		3590	7280				
Day Totals	5544			5326			10870					
Split %	45.6%	53.6%		54.3%	46.3%							
Peak Hour	07:15	04:30		07:15	04:45		07:15	04:45				
Volume	313	466		405	404		718	870				
P.H.F.	.95	.87		.83	.91		.87	.93				

City Traffic Counters  
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Site Code : 0000000000  
Start Date: 05/31/2007  
File I.D. : SANTAMP  
Page : 1

Street name :Santa Ana St Cross street:Bt. Wilcox & Park Direction 1

Begin Time	East		West		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 05/31	3	17	1	10	4	27	
12:15	6	14	1	6	7	20	
12:30	4	19	2	3	6	22	
12:45	1	14	17	67	2	27	96
01:00	1	22	2	7	3	29	
01:15	3	16	0	13	3	29	
01:30	1	23	1	15	2	38	
01:45	0	5	23	84	1	37	133
02:00	1	26	0	19	1	45	
02:15	0	47	2	21	2	68	
02:30	1	30	0	47	1	77	
02:45	2	4	30	133	2	52	242
03:00	1	21	1	13	2	34	
03:15	1	28	1	26	2	54	
03:30	0	26	0	27	0	53	
03:45	2	4	20	95	2	39	180
04:00	4	25	1	22	5	47	
04:15	4	22	3	17	7	39	
04:30	1	30	4	16	5	46	
04:45	0	9	26	103	1	43	175
05:00	7	34	1	30	8	64	
05:15	3	43	1	16	4	59	
05:30	6	39	8	37	14	76	
05:45	1	17	43	159	5	69	268
06:00	7	34	5	31	12	65	
06:15	10	36	8	42	18	78	
06:30	7	32	7	17	14	49	
06:45	9	33	35	137	10	49	241
07:00	32	29	23	30	27	56	
07:15	42	26	40	20	82	46	
07:30	49	15	31	16	80	31	
07:45	84	207	15	85	22	33	166
08:00	26	22	30	39	56	61	
08:15	19	15	22	14	41	29	
08:30	16	14	18	15	34	29	
08:45	21	82	16	67	22	21	140
09:00	26	20	24	12	50	32	
09:15	11	7	13	4	24	11	
09:30	15	14	17	6	32	20	
09:45	16	68	11	52	7	18	81
10:00	14	14	17	2	31	16	
10:15	16	6	13	7	29	13	
10:30	11	8	12	5	23	13	
10:45	16	57	5	33	13	10	52
11:00	15	13	13	55	3	16	
11:15	12	5	11	5	23	10	
11:30	19	2	18	5	37	7	
11:45	21	67	2	22	0	2	35
Totals	567	1037	469	772	1036	1809	
Day Totals	1604		1241		2845		
Split %	54.7%	57.3%	45.2%	42.6%			
Peak Hour	07:00	05:00	07:15	05:30	07:15	05:30	
Volume	207	159	123	136	324	288	
P.H.F.	.61	.92	.76	.80	.76	.92	

City Traffic Counters  
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Site Code : 00000000000  
Start Date: 06/04/2007  
File I.D. : C:\DOCUMENTS  
Page : 2

Street name :Wilcox Ave Cross street:Bt. Florence & Live Oak Direction 1

Begin Time	North			South			Combined		Tuesday			
	A.M.		P.M.	A.M.		P.M.	A.M.	P.M.				
12:00 06/05	17		82	17		78	34	160				
12:15	9		99	26		85	35	184				
12:30	19		80	11		71	30	151				
12:45	14	59	83	344	12	66	89	26	125	172	667	
01:00	14		89		14		78		28		167	
01:15	6		102		9		72		15		174	
01:30	7		97		15		92		22		189	
01:45	13	40	98	386	11	49	79	321	24	89	177	707
02:00	7		99		9		112		16		211	
02:15	9		128		10		107		19		235	
02:30	8		134		9		116		17		250	
02:45	14	38	156	517	9	37	115	450	23	75	271	967
03:00	11		114		5		115		16		229	
03:15	12		91		3		104		15		195	
03:30	10		100		7		104		17		204	
03:45	15	48	87	392	14	29	115	438	29	77	202	830
04:00	23		112		9		119		32		231	
04:15	21		124		8		115		29		239	
04:30	31		111		13		123		44		234	
04:45	47	122	122	469	15	45	98	455	62	167	220	924
05:00	44		99		8		134		52		233	
05:15	35		82		11		104		46		186	
05:30	62		108		16		163		78		271	
05:45	95	236	128	417	32	67	116	517	127	303	244	934
06:00	101		98		32		147		133		245	
06:15	89		102		26		142		115		244	
06:30	101		100		44		130		145		230	
06:45	98	389	99	399	37	139	125	544	135	528	224	943
07:00	115		100		53		139		168		239	
07:15	122		100		64		123		186		223	
07:30	161		97		74		118		235		215	
07:45	189	587	103	400	79	270	88	468	268	857	191	868
08:00	171		90		95		120		266		210	
08:15	101		95		81		88		182		183	
08:30	81		79		61		95		142		174	
08:45	90	443	80	344	52	289	74	377	142	732	154	721
09:00	77		74		45		89		122		163	
09:15	85		80		50		88		135		168	
09:30	67		72		52		79		119		151	
09:45	75	304	73	299	35	182	76	332	110	486	149	631
10:00	78		47		41		73		119		120	
10:15	77		46		49		52		126		98	
10:30	74		45		60		56		134		101	
10:45	68	297	43	181	72	222	43	224	140	519	86	405
11:00	74		42		72		45		146		87	
11:15	69		42		73		21		142		63	
11:30	88		28		69		48		157		76	
11:45	82	313	31	143	66	280	29	143	148	593	60	286
Totals	2876		4291		1675		4592		4551		8883	
Day Totals		7167				6267				13434		
Split %	63.1%		48.3%		36.8%		51.6%					
Peak Hour	07:15		02:15		07:30		05:30		07:15		05:30	
Volume	643		532		329		568		955		1004	
P.H.F.	.85		.85		.86		.87		.89		.92	

City Traffic Counters  
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Site Code : 00000000000  
Start Date: 05/31/2007  
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Street name :Wilcox Ave Cross street:Bt. Santa Ana & Cecelia Direction 1											
Begin Time	<----- North ----->				<----- South ----->				<----- Combined ----->		Thursday
	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.		
12:00 05/31	8		25	4		23	12		48		
12:15	8		25	6		28	14		53		
12:30	4		22	8		23	12		45		
12:45	1	21	21	5	23	24	6	44	45	191	
01:00	4		33	2		22	6		55		
01:15	2		23	1		34	3		57		
01:30	5		36	0		23	5		59		
01:45	0	11	16	3	6	25	3	17	41	212	
02:00	1		28	1		25	2		53		
02:15	2		40	0		31	2		71		
02:30	4		47	2		33	6		80		
02:45	1	8	64	0	3	44	1	11	108	312	
03:00	3		36	3		28	6		64		
03:15	2		44	1		36	3		80		
03:30	3		27	2		44	5		71		
03:45	5	13	52	6	12	33	11	25	85	300	
04:00	2		25	4		45	6		70		
04:15	4		45	3		39	7		84		
04:30	3		40	5		45	8		85		
04:45	6	15	55	8	20	44	14	35	99	338	
05:00	10		40	20		42	30		82		
05:15	13		50	7		34	20		84		
05:30	13		54	19		37	32		91		
05:45	17	53	38	21	67	41	38	120	79	336	
06:00	14		33	38		43	52		76		
06:15	11		40	20		33	31		73		
06:30	15		55	27		38	42		93		
06:45	19	59	43	33	118	36	52	177	79	321	
07:00	24		29	32		41	56		70		
07:15	23		35	35		34	58		69		
07:30	42		28	57		27	99		55		
07:45	36	125	39	47	171	24	83	296	63	257	
08:00	59		18	54		24	113		42		
08:15	38		33	48		32	86		65		
08:30	19		23	35		32	54		55		
08:45	16	132	18	23	160	24	39	292	42	204	
09:00	18		26	35		23	53		49		
09:15	26		17	20		21	46		38		
09:30	20		24	25		15	45		39		
09:45	13	77	16	19	99	11	32	176	27	153	
10:00	34		8	16		11	50		19		
10:15	19		20	24		9	43		29		
10:30	21		13	21		7	42		20		
10:45	11	85	16	19	80	7	30	165	23	91	
11:00	20		3	11		9	31		12		
11:15	18		11	24		6	42		17		
11:30	29		1	19		4	48		5		
11:45	37	104	5	20	81	5	64	185	10	44	
Totals	703		1440	840		1319	1543		2759		
Day Totals		2143			2159			4302			
Split %	45.5%		52.1%	54.4%		47.8%					
Peak Hour	07:30		04:45	07:30		04:00	07:30		04:45		
Volume	175		199	206		173	381		356		
P.H.F.	.74		.90	.90		.96	.84		.89		