



City of Salinas

PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901

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2025

Engineering and Traffic Survey

For Speed Limits

Technical Report

PREPARED BY:

City of Salinas

Public Works Department

Traffic and Transportation Division

200 Lincoln Avenue

Salinas, CA 93901

CERTIFICATION

I, Adriana Robles, do hereby certify that this Engineering and Traffic Survey for the City of Salinas was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as professional Civil Engineer.



Adriana Robles

Adriana Robles, PE, CFM
City Engineer

INTRODUCTION:

The 2025 Engineering and Traffic Surveys (E&TS) in the City of Salinas fulfills California Vehicle Code (CVC) Sections 22357 and 22358, which require local agencies to follow certain procedures established by the State of California. The E&TS are intended to serve as the basis for establishing and enforcing the speed limits for specific streets in the City. The work herein by the City Traffic and Transportation Engineering Division staff, in accordance with the California CVC Section 40802, reviews the established speed limit sections to determine whether changes in existing conditions have occurred which may require adjusting the posted speed limit.

Engineering and Traffic Surveys for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802 of the CVC and the national Uniform Vehicle Code. E&TS may be extended to every seven (7) years if the arresting officer has completed device training and the device has been recently calibrated. E&TS may be extended every fourteen (14) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or surrounding land uses have occurred as specified in the CVC. An E&TS should be conducted on new roadways or where traffic conditions have changed significantly.

The California Manual on Uniform Traffic Control Devices (CA-MUTCD), as required under CVC 21400, defines standards for posting speed limits that rely upon collecting speed data in the field to determine the 85th percentile speed, which is subsequently rounded upward or downward to the nearest 5 mile per hour increment. The CA-MUTCD allows for options to further reduce the speed limit. Additionally, local authorities are allowed to further reduce speed limits to consider the safety of vulnerable pedestrians under Assembly Bill No. 43. **Table 1: Engineering and Traffic Survey Summary** summarizes the findings and recommendations for speed limits on those segments. The results of the E&TS will be valid until 2030, see Table 1 for details, unless extended through additional criteria.

METHODOLOGY:

On January 1, 2012, CVC 21400(b) became effective requiring the California, Department of Transportation (Caltrans) to revise the CA-MUTCD so that speed limits are based on field-collected speed data. A spot speed survey that typically consists of measuring vehicle speeds with an electronic device, most commonly a radar speed detector. Traffic traveling at free-flow speeds in each direction for a two-way street is collected and compiled to create a data set. The most significant data point collected is the 85th percentile speed, which is the speed at or below which 85 percent of motor vehicles travel. The 85th percentile speed is the industry standard data point which typically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. The reason that speed limit areas are established and posted is to guard reasonable drivers from the unreasonable behavior of a reckless or otherwise dangerous drivers. As with other laws, speed limits are established based on the consensus of the majority of those who drive a section of roadway as to what speed is reasonable and safe.

As specified in the California MUTCD Section 2B.13, the posted speed limit “shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic.” Additionally, the MUTCD allows the posted speed limit to be lowered by no more than 5 mph from a rounded speed, using one of two options that depend on whether the 85th percentile speed has been rounded down or up. The options may be applied as follows:

1. MUTCD Section 2B.13 states, “The posted speed may be reduced by 5 mph from the nearest 5-mph increment of the 85th percentile speed, in compliance with CVC Sections 627 and 22358.5.” The cited CVC Section 627 defines an E&T survey that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. According to the MUTCD, this option requires documentation of an E&T Survey that “shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer.” The basis for a speed limit that is more than 5 mph lower than the 85th percentile speed is something other than prevailing speeds. In regard to conditions not readily apparent to the driver, CVC 22358 states that “physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning.”

2. MUTCD Section 2B.13 12a also states “For cases in which the nearest 5-mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5-mph increment below the 85th percentile speed, if no further reduction is used.” An Option 2 round-down, which became available when CVC Section 21400(b) went into effect January 1, 2012, requires no E&T Survey to post the speed limit sign. The E&T Survey is required nevertheless, however, to allow radar or similar devices to be used for enforcement.

Neither the Vehicle Code nor the MUTCD provide much specific guidance regarding accident data or pedestrian or bicycle safety. In contrast, CVC 627(c)(1) provides specific guidance on residential density. Many residential neighborhoods in Salinas meet the density threshold of 16 separate dwelling houses or business structures per quarter mile. The statute does not apply to roads within a business district.

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

SUMMARY OF RECOMMENDATIONS:

The results of the Engineering and Traffic Survey for nineteen (19) roadway sections are listed in **Table 1: Engineering and Traffic Survey Summary**:

ENGINEERING AND TRAFFIC SURVEYS EXPIRING 2030:

Decreased

5) Airport Boulevard between Skyway Boulevard and Hansen Street - This segment of Airport Boulevard is classified as a collector in the City of Salinas General Plan. The surrounding land use includes industrial and business use. Speed data collected on April 23, 2025, revealed the 85th percentile speed of 39 mph. The 10 mph pace ranges from 30 mph to 39 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up, the existing speed limit of 45 mph should be reduced to 40 mph.

20) Casentini Street between North Main Street and Rico Street - This segment of Casentini Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential and commercial areas. Casentini Street was presented to the Salinas City Council on January 10, 2023, as part of the 2022 Engineering and Traffic Surveys where through Resolution No. 22555, Council rejected retaining the existing posted speed limit of 35 mph. City staff resurveyed the segment of Casentini Street on April 18, 2025, and recorded an 85th percentile speed of 36 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be changed to establish 30 mph.

Unchanged

3) Abbott Street between South Sanborn Road/East Blanco Road and Harkins Road - This segment of Abbott Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes industrial use. Speed data collected on April 22, 2025, revealed the 85th percentile speed of 42 mph. The 10 mph pace ranges from 31 mph to 40 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 40 mph should be retained.

27) Constitution Boulevard between Independence Boulevard and East Boronda Road - This segment of Constitution Boulevard is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes backing residential homes, retail, and park use. Speed data collected on April 8, 2025, revealed the 85th percentile speed of 46 mph. The 10 mph pace ranges from 36 mph to 45 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 40 mph should be retained.

45) Romie Lane between Riker Street and Abbott Street - This segment of East Romie Lane is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes residential homes, retail, office, hospital, and park use. Speed data collected on April 22, 2025, revealed the 85th percentile speed of 35 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 30 mph should be retained.

47) Natividad Road between East Laurel Drive and East Bernal Drive - This segment of Natividad Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes fronting and backing residential homes and commercial businesses. Speed data collected on May 28, 2025, revealed the 85th percentile speed of 39 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up, the existing posted speed limit of 40 mph should be retained.

55) Linwood Drive between East Laurel Drive and East Alvin Drive - This segment of Linwood Drive is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and a school. Linwood Drive was presented to the Salinas City Council on January 10, 2023, as part of the 2022 Engineering and Traffic Surveys where through Resolution No. 22555, Council rejected an increase in the existing posted speed limit from 25 mph to 30 mph. City staff resurveyed the segment of Linwood Drive on April 23, 2025, and recorded an 85th percentile speed of 34 mph. The 10 mph pace ranges from 27 mph to 36 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, the prevailing speeds rounded up and reduced by 5 mph per

MUTCD option 2, and following the implementation of Assembly Bill No. 43, authorizing local authority to further reduce speed limits by 5-mph if the roadway is adjacent to high concentration of bicyclists and pedestrians, the existing posted speed limit of 25 mph should be established.

63) San Juan Grade Road between North Main Street and Russell Road - This segment of San Juan Grade Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes backing and fronting residential homes, retail, office, and agricultural use. Speed data collected on April 8, 2025, revealed the 85th percentile speed of 49 mph. The 10 mph pace ranges from 37 mph to 46 mph and suggests that the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 45 mph should be retained.

109) Navajo Drive between Adams Street and North Main Street - This segment of Navajo Drive is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and retail use. Speed data collected on April 18, 2025, revealed the 85th percentile speed of 31 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speed rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

110) Villa Street between West Market Street and Central Avenue - This segment of Villa Street is classified as a collector street in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, a park, and a school. Speed data collected on May 20, 2025, revealed the 85th percentile speed of 26 mph. The 10 mph pace ranges from 18 mph to 27 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 25 mph should be retained.

111) Maple Street between South Main Street and Abbott Street - This segment of Maple Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, parks, and a school. Speed data collected on April 23, 2025, revealed the 85th percentile speed of 26 mph. The 10 mph pace ranges from 18 mph to 27 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 25 mph should be retained.

112) Clay Street between Iverson Drive and South Main Street - This segment of Clay Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, parks, offices, and a school. Speed data collected on April 28, 2025, revealed the 85th percentile speed of 29 mph. The 10 mph pace ranges from 20 mph to 29 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

113) Lincoln Avenue between West Market Street and Clay Street - This segment of Lincoln Avenue is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes office, residential, and commercial use. Speed data collected on May 6, 2025, revealed the 85th percentile speed of 29 mph. The 10 mph pace ranges from 20 mph to 29 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

114) Salinas Street between West Market Street and Clay Street - This segment of Salinas Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes business use. Speed data collected on April 25, 2025, revealed the 85th percentile speed of 22 mph. The 10 mph pace ranges from 15 mph to 24 mph and suggests the 10 mph pace is within this range. More than 50% of the property contiguous to one side of Salinas Street is occupied by businesses, meeting the criteria of a business district as defined in Section 235 of the CVC. Section 22352 of the CVC sets the *prima facie* speed limit for business districts of 25 mph. Based on the surrounding land use, the 10 mph pace range, and Section 22352 of the CVC, the existing posted speed limit of 25 mph should be retained.

116) Pajaro Street between East Market Street and East Blanco Road - This segment of Pajaro Street is classified as a

minor arterial in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and office use. Speed data collected on April 25, 2025, revealed the 85th percentile speed of 31 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

117) Hebron Avenue between East Market Street and John Street - This segment of Hebron Avenue is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and office areas. Speed data collected on June 4, 2025, revealed the 85th percentile speed of 28 mph. The 10 mph pace ranges from 20 mph to 29 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

118) Tyler Street between West Laurel Drive and Iris Drive - This segment of Tyler Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes. Speed data collected April 28, 2025, revealed the 85th percentile speed of 26 mph. The 10 mph pace ranges from 19 mph to 28 mph and suggests the 85th percentile speed is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 25 mph should be retained.

121) Los Palos Drive between San Miguel Avenue and Abbott Street - This segment of Los Palos Drive is classified as a collector in the City of Salinas General Plan. The surrounding land use includes residential homes, hospital, office, and park use. Speed data collected on April 25, 2025, revealed the 85th percentile speed of 28 mph. The 10 mph pace ranges from 17 mph to 26 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

129) East Rossi Street between North Main Street and Sherwood Drive - This segment of East Rossi Street is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes residential and industrial use. East Rossi Street was presented to the Salinas City Council on January 10, 2023, as part of the 2022 Engineering and Traffic Surveys where through Resolution No. 22555, Council rejected an increase in the existing posted speed limit from 25 mph to 30 mph. City staff resurveyed the segment of East Rossi Street on May 12, 2025, and recorded an 85th percentile speed of 31 mph. The 10 mph pace ranges from 24 mph to 33 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be established.

CONCLUSIONS:

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

Table 1: Engineering and Traffic Survey Summary

| No. | Street | Segment | Existing Speed Limit (mph) | 85 th -Percentile Speed (mph) | | | MUTCD Applied Reduction Option | Survey Expiration |
|-----|-------------------------------|---|----------------------------|--|---------|-------------|--------------------------------|-------------------|
| | | | | Measured | Rounded | Recommended | | |
| 3 | Abbott Street | South Sanborn Road/East Blanco Road to Harkins Road | 40 | 42 | 40 | 40 | 1 | 04/22/2030 |
| 5 | Airport Boulevard | Skyway Boulevard to Hansen Street | 45 | 39 | 40 | 40 | 2 | 04/23/2030 |
| 20 | Casentini Street | North Main Street to Rico Street | 35 ¹ | 36 | 35 | 30 | 1 | 04/18/2030 |
| 27 | Constitution Boulevard | Independence Boulevard to East Boronda Road | 40 | 46 | 45 | 40 | 1 | 04/08/2030 |
| 45 | Romie Lane | Riker Street to Abbott Street | 30 | 35 | - | 30 | 1 | 04/22/2030 |
| 47 | Natividad Road | East Laurel Drive to East Bernal Drive | 40 | 39 | 40 | 40 | - | 05/28/2030 |
| 55 | Linwood Drive | East Laurel Drive to East Alvin Drive | 25 ² | 34 | 35 | 25 | 2 | 04/23/2030 |
| 63 | San Juan Grade Road | North Main Street to Russell Road | 45 | 49 | 50 | 45 | 2 | 04/08/2030 |
| 109 | Navajo Drive | Adams Street to North Main Street | 25 | 31 | 30 | 25 | 1 | 04/18/2030 |
| 110 | Villa Street | West Market Street to Central Avenue | 25 | 26 | 25 | 25 | - | 05/20/2030 |
| 111 | Maple Street | South Main Street to Abbott Street | 25 | 26 | 25 | 25 | - | 04/23/2030 |
| 112 | Clay Street | Iverson Street to South Main Street | 25 | 29 | 30 | 25 | 2 | 04/28/2030 |
| 113 | Lincoln Avenue | West Market Street to Clay Street | 25 | 29 | 30 | 25 | 2 | 05/06/2030 |
| 114 | Salinas Street | West Market Street to Clay Street | 25 | 22 | 25 | 25 | - | 04/25/2030 |
| 116 | Pajaro Street | East Market Street to East Blanco Road | 25 | 31 | 30 | 25 | 1 | 04/25/2030 |
| 117 | Hebbron Avenue | East Market Street to John Street | 25 | 28 | 30 | 25 | 2 | 06/04/2030 |
| 118 | Tyler Street | East Laurel Drive to Iris Drive | 25 | 26 | 25 | 25 | - | 04/28/2030 |
| 121 | Los Palos Drive | San Miguel Avenue to Abbott Street | 25 | 28 | 30 | 25 | 2 | 04/22/2030 |
| 129 | East Rossi Street | North Main Street to Sherwood Drive | 25 | 31 | 30 | 25 | 1 | 05/12/2030 |

¹Not valid posted speed limit.

²AB43 applied.

COLLISION HISTORY

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was obtained from the City of Salinas from January 1, 2022 to December 31, 2023. For this analysis, only collisions during the 2-year period between January 1, 2022 to December 31, 2023 were considered. The collisions were reviewed and only corridor related collisions, those not related to signalized intersections, were summarized for each segment. Based on the number of total collisions studied over the 2-year period and average daily traffic (ADT) counts, a collision rate was calculated for each segment. The collision rates for each segment were compared to the statewide average rate listed in the 2022 Collision Data on California State Highways, to provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of roadways, shown in **Table 2: Collision Rate Summary**.

| Lane Type | Total Statewide Urban Collision Rate (2020, 2021, 2022) (Total per million vehicle miles) |
|----------------------|--|
| 2 and 3 lane | 1.07 |
| 4+ lanes (undivided) | 1.33 |
| 4+ lanes (divided) | 0.99 |

Table 2: Collision Rate Summary

| No. | Street | Segment | Existing Facility | Length (mi) | AADT | Collisions (2 years) (2022-2023) | Collision Rate (Acc./MVM) | Statewide Collision Rate (Acc./MVM) |
|-----|-------------------------------|---|----------------------|-------------|--------|----------------------------------|---------------------------|-------------------------------------|
| 3 | Abbott Street | South Sanborn Road/East Blanco Road to Harkins Road | 4+ lanes (undivided) | 0.57 | 22,599 | 4 | 0.43 | 1.33 |
| 5 | Airport Boulevard | Skyway Boulevard to Hansen Street | 4+ lanes (undivided) | 1.13 | 10,757 | 6 | 0.67 | 1.33 |
| 20 | Casentini Street | North Main Street to Rico Street | 2 and 3 lane | 0.44 | 4,419 | 6 | 4.23 | 1.07 |
| 27 | Constitution Boulevard | Independence Boulevard to East Boronda Road | 4+ lanes (divided) | 1.19 | 10,572 | 14 | 1.52 | 0.99 |
| 45 | East Romie Lane | Riker Street to Abbott Street | 2 and 3 lane | 1.41 | 8,168 | 3 | 0.36 | 1.07 |
| 47 | Natividad Road | East Laurel Drive to East Bernal Drive | 4+ lanes (undivided) | 0.47 | 37,082 | 9 | 0.71 | 1.33 |
| 55 | Linwood Drive | East Laurel Drive East Alvin Drive | 2 and 3 lane | 0.62 | 5,739 | 10 | 3.88 | 1.07 |
| 63 | San Juan Grade Road | North Main Street to Rusell Road | 4+ lanes (divided) | 1.22 | 7,400 | 8 | 1.21 | 0.99 |
| 109 | Navajo Drive | Adams Street to North Main Street | 2 and 3 lane | 0.65 | 1,511 | 4 | 5.58 | 1.07 |
| 110 | Villa Street | West Market Street to Central Avenue | 2 and 3 lane | 0.45 | 2,362 | 1 | 1.29 | 1.07 |
| 111 | Maple Street | South Main Street to Abbott Street | 2 and 3 lane | 0.60 | 1,381 | 10 | 16.53 | 1.07 |
| 112 | Clay Street | Iverson Street to South Main Street | 2 and 3 lane | 0.44 | 4,294 | 12 | 8.70 | 1.07 |
| 113 | Lincoln Avenue | West Market Street to Clay Street | 2 and 3 lane | 0.54 | 6,573 | 5 | 1.93 | 1.07 |
| 114 | Salinas Street | West Market Street to Clay Street | 2 and 3 lane | 0.50 | 7,853 | 10 | 3.41 | 1.07 |
| 116 | Pajaro Street | East Market Street to East Blanco Road | 2 and 3 lane | 1.69 | 6,598 | 30 | 3.69 | 1.07 |
| 117 | Hebbron Avenue | East Market Street to John Street | 2 and 3 lane | 0.46 | 4,988 | 3 | 1.79 | 1.07 |
| 118 | Tyler Street | East Laurel Drive to Iris Drive | 2 and 3 lane | 0.34 | 2,394 | 4 | 6.73 | 1.07 |
| 121 | Los Palos Drive | San Miguel Avenue to Abbott Street | 2 and 3 lane | 0.55 | 2,981 | 4 | 3.34 | 1.07 |
| 129 | East Rossi Street | North Main Street to Sherwood Drive | 2 and 3 lane | 0.22 | 12,121 | 1 | 0.51 | 1.07 |

APPENDIX A
ENGINEERING AND TRAFFIC SURVEYS

**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: ABBOTT STREET
BETWEEN: S SANBORN RD/E BLANCO RD & HARKINS RD
SURVEY DATE: 04/22/2025 (EXPIRES IN 2030)**

3



COMMENTS:

This segment of Abbott Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes industrial use. Speed data collected on April 22, 2025, revealed the 85th percentile speed of 42 mph. The 10 mph pace ranges from 31 mph to 40 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 40 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL | |
|--|--------------------------|--|--|
| Distance | Approximately 3,000 Feet | | |
| Vertical Alignment | Flat | | |
| Street Width | 110 Feet | | |
| No. Lanes and Median | 4-Lane Major Arterial | | |
| Proposed Speed Zone | 40 MPH | | |
| 85th Percentile Speed | 42 MPH | | |
| Traffic Volume (Date) | 22,599 (2024) | | |
| Accident Data (2 years) | 4 Collisions (2022-2023) | | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 0.43 Acc./MVM | | |
| | | ALL-WAY STOP SIGNAL SPEED LIMIT SIGN CITY LIMITS CROSSWALK SCHOOL CROSSWALK | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--------------------------------------|---------|------------------|--|-------------------------------|
| Street: | Abbott Street | | | Direction: <u>WBD</u> | Comments: <u>No. 3</u> |
| Between: | <u>Sanborn Road and Harkins Road</u> | | | | |
| Survey Location: | <u>1131 Abbott Street</u> | | | | |
| Speed Limit: | <u>40 MPH</u> | | | | |
| Date: | <u>04/22/25</u> | | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>12:37</u> | | To: <u>01:03</u> | | |
| Weather: | <u>Clear</u> | | | | |
| Observer(s): | <u>Alejandro M.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 19 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>33.9 MPH</u> | |
| 20 | 0 | 0.00% | 0.00% | Sample Variance: <u>33.79</u> | |
| 21 | 0 | 0.00% | 0.00% | Standard Deviation: <u>5.8</u> | |
| 22 | 1 | 2.00% | 2.00% | Variance of the Mean: <u>0.6758</u> | |
| 23 | 0 | 0.00% | 2.00% | Standard Error of the Mean: <u>0.8</u> | |
| 24 | 1 | 2.00% | 4.00% | 10 MPH Pace: <u>27 MPH</u> To: <u>36 MPH</u> | |
| 25 | 2 | 4.00% | 8.00% | Percent in Pace: <u>56.0%</u> | |
| 26 | 0 | 0.00% | 8.00% | Vehicles in Pace: <u>28</u> | |
| 27 | 4 | 8.00% | 16.00% | 50th Percentile Speed: <u>34 MPH</u> | |
| 28 | 3 | 6.00% | 22.00% | 85th Percentile Speed: <u>41 MPH</u> | |
| 29 | 3 | 6.00% | 28.00% | 90th Percentile Speed: <u>42 MPH</u> | |
| 30 | 3 | 6.00% | 34.00% | 95th Percentile Speed: <u>42 MPH</u> | |
| 31 | 2 | 4.00% | 38.00% | | |
| 32 | 2 | 4.00% | 42.00% | | |
| 33 | 2 | 4.00% | 46.00% | | |
| 34 | 4 | 8.00% | 54.00% | | |
| 35 | 3 | 6.00% | 60.00% | | |
| 36 | 2 | 4.00% | 64.00% | | |
| 37 | 2 | 4.00% | 68.00% | | |
| 38 | 1 | 2.00% | 70.00% | | |
| 39 | 3 | 6.00% | 76.00% | | |
| 40 | 4 | 8.00% | 84.00% | | |
| 41 | 1 | 2.00% | 86.00% | | |
| 42 | 5 | 10.00% | 96.00% | | |
| 43 | 2 | 4.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| 55 | 0 | 0.00% | 100.00% | | |
| 56 | 0 | 0.00% | 100.00% | | |
| 57 | 0 | 0.00% | 100.00% | | |
| 58 | 0 | 0.00% | 100.00% | | |
| 59 | 0 | 0.00% | 100.00% | | |
| 60 | 0 | 0.00% | 100.00% | | |
| 61 | 0 | 0.00% | 100.00% | | |
| 62 | 0 | 0.00% | 100.00% | | |
| 63 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

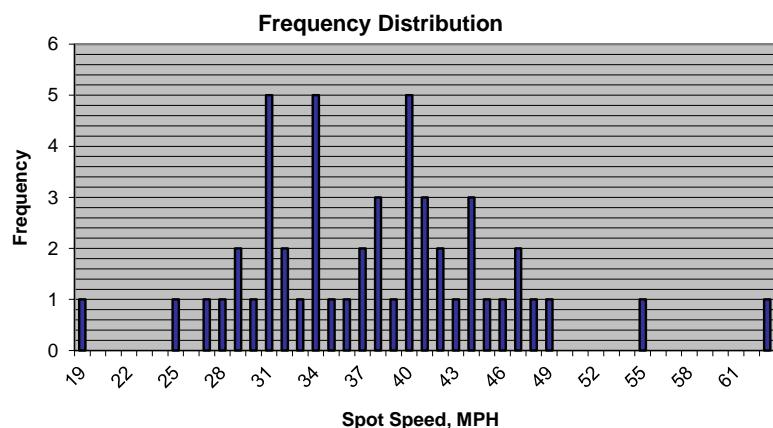
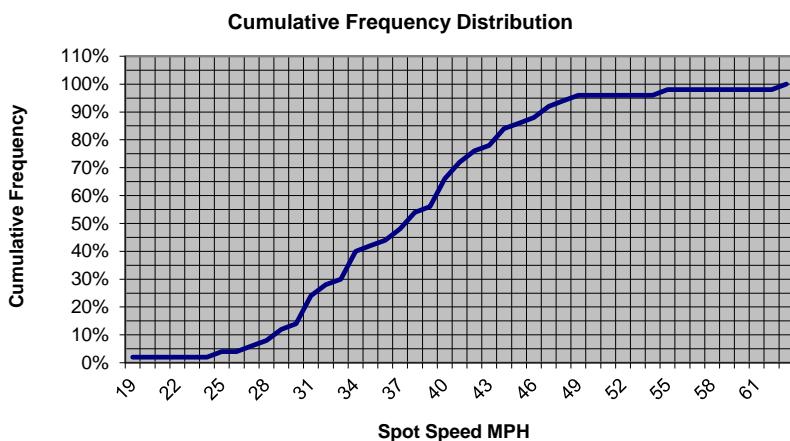
Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

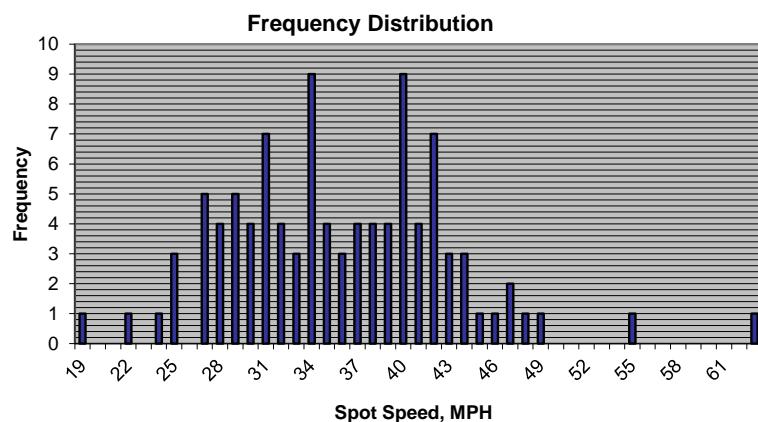
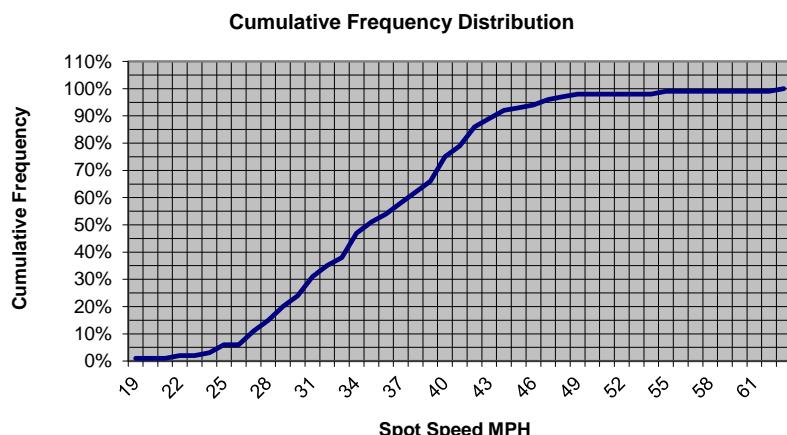
| | | | | | |
|------------------|-------------------------------|------------------|--------------|--|-------------------------------|
| Street: | Abbott Street | | | Direction: <u>EBD</u> | Comments: <u>No. 3</u> |
| Between: | Sanborn Road and Harkins Road | | | | |
| Survey Location: | 1131 Abbott Street | | | | |
| Speed Limit: | 40 MPH | | | | |
| Date: | 04/22/25 | | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>12:37</u> | To: <u>01:03</u> | | | |
| Weather: | Clear | | | | |
| Observer(s): | Alejandro M. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 19 | <u>1</u> | 2.00% | 2.00% | Time Mean Speed: <u>37.8</u> MPH Sample Variance: <u>61.93</u> Standard Deviation: <u>7.9</u> Variance of the Mean: <u>1.2386</u> Standard Error of the Mean: <u>1.1</u> 10 MPH Pace: <u>31</u> To: <u>40</u> MPH Percent in Pace: <u>52.0%</u> Vehicles in Pace: <u>26</u> 50th Percentile Speed: <u>38</u> MPH 85th Percentile Speed: <u>45</u> MPH 90th Percentile Speed: <u>47</u> MPH 95th Percentile Speed: <u>49</u> MPH | |
| 20 | <u>0</u> | 0.00% | 2.00% | | |
| 21 | <u>0</u> | 0.00% | 2.00% | | |
| 22 | <u>0</u> | 0.00% | 2.00% | | |
| 23 | <u>0</u> | 0.00% | 2.00% | | |
| 24 | <u>0</u> | 0.00% | 2.00% | | |
| 25 | <u>1</u> | 2.00% | 4.00% | | |
| 26 | <u>0</u> | 0.00% | 4.00% | | |
| 27 | <u>1</u> | 2.00% | 6.00% | | |
| 28 | <u>1</u> | 2.00% | 8.00% | | |
| 29 | <u>2</u> | 4.00% | 12.00% | | |
| 30 | <u>1</u> | 2.00% | 14.00% | | |
| 31 | <u>5</u> | 10.00% | 24.00% | | |
| 32 | <u>2</u> | 4.00% | 28.00% | | |
| 33 | <u>1</u> | 2.00% | 30.00% | | |
| 34 | <u>5</u> | 10.00% | 40.00% | | |
| 35 | <u>1</u> | 2.00% | 42.00% | | |
| 36 | <u>1</u> | 2.00% | 44.00% | | |
| 37 | <u>2</u> | 4.00% | 48.00% | | |
| 38 | <u>3</u> | 6.00% | 54.00% | | |
| 39 | <u>1</u> | 2.00% | 56.00% | | |
| 40 | <u>5</u> | 10.00% | 66.00% | | |
| 41 | <u>3</u> | 6.00% | 72.00% | | |
| 42 | <u>2</u> | 4.00% | 76.00% | | |
| 43 | <u>1</u> | 2.00% | 78.00% | | |
| 44 | <u>3</u> | 6.00% | 84.00% | | |
| 45 | <u>1</u> | 2.00% | 86.00% | | |
| 46 | <u>1</u> | 2.00% | 88.00% | | |
| 47 | <u>2</u> | 4.00% | 92.00% | | |
| 48 | <u>1</u> | 2.00% | 94.00% | | |
| 49 | <u>1</u> | 2.00% | 96.00% | | |
| 50 | <u>0</u> | 0.00% | 96.00% | | |
| 51 | <u>0</u> | 0.00% | 96.00% | | |
| 52 | <u>0</u> | 0.00% | 96.00% | | |
| 53 | <u>0</u> | 0.00% | 96.00% | | |
| 54 | <u>0</u> | 0.00% | 96.00% | | |
| 55 | <u>1</u> | 2.00% | 98.00% | | |
| 56 | <u>0</u> | 0.00% | 98.00% | | |
| 57 | <u>0</u> | 0.00% | 98.00% | | |
| 58 | <u>0</u> | 0.00% | 98.00% | | |
| 59 | <u>0</u> | 0.00% | 98.00% | | |
| 60 | <u>0</u> | 0.00% | 98.00% | | |
| 61 | <u>0</u> | 0.00% | 98.00% | | |
| 62 | <u>0</u> | 0.00% | 98.00% | | |
| 63 | <u>1</u> | 2.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|--------------|-------------------------------|---------|------------------|---|--------------------|
| Street: | Abbott Street | | Direction: | WBD/EBD | Comments: No. 3 |
| Between: | Sanborn Road and Harkins Road | | Survey Location: | 1131 Abbott Street | |
| Speed Limit: | 40 MPH | | Date: | 04/22/25 | |
| Hours: | From: | 12:37 | Day: | Tuesday | |
| Weather: | Clear | | To: | 01:03 | |
| Observer(s): | Alejandro M. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 19 | 1 | 1.00% | 1.00% | Time Mean Speed: 35.9 MPH Sample Variance: 51.14 Standard Deviation: 7.2 Variance of the Mean: 0.5114 Standard Error of the Mean: 0.7 10 MPH Pace: 31 To: 40 MPH Percent in Pace: 51.0% Vehicles in Pace: 51 50th Percentile Speed: 35 MPH 85th Percentile Speed: 42 MPH 90th Percentile Speed: 44 MPH 95th Percentile Speed: 47 MPH | |
| 20 | 0 | 0.00% | 1.00% | | |
| 21 | 0 | 0.00% | 1.00% | | |
| 22 | 1 | 1.00% | 2.00% | | |
| 23 | 0 | 0.00% | 2.00% | | |
| 24 | 1 | 1.00% | 3.00% | | |
| 25 | 3 | 3.00% | 6.00% | | |
| 26 | 0 | 0.00% | 6.00% | | |
| 27 | 5 | 5.00% | 11.00% | | |
| 28 | 4 | 4.00% | 15.00% | | |
| 29 | 5 | 5.00% | 20.00% | | |
| 30 | 4 | 4.00% | 24.00% | | |
| 31 | 7 | 7.00% | 31.00% | | |
| 32 | 4 | 4.00% | 35.00% | | |
| 33 | 3 | 3.00% | 38.00% | | |
| 34 | 9 | 9.00% | 47.00% | | |
| 35 | 4 | 4.00% | 51.00% | | |
| 36 | 3 | 3.00% | 54.00% | | |
| 37 | 4 | 4.00% | 58.00% | | |
| 38 | 4 | 4.00% | 62.00% | | |
| 39 | 4 | 4.00% | 66.00% | | |
| 40 | 9 | 9.00% | 75.00% | | |
| 41 | 4 | 4.00% | 79.00% | | |
| 42 | 7 | 7.00% | 86.00% | | |
| 43 | 3 | 3.00% | 89.00% | | |
| 44 | 3 | 3.00% | 92.00% | | |
| 45 | 1 | 1.00% | 93.00% | | |
| 46 | 1 | 1.00% | 94.00% | | |
| 47 | 2 | 2.00% | 96.00% | | |
| 48 | 1 | 1.00% | 97.00% | | |
| 49 | 1 | 1.00% | 98.00% | | |
| 50 | 0 | 0.00% | 98.00% | | |
| 51 | 0 | 0.00% | 98.00% | | |
| 52 | 0 | 0.00% | 98.00% | | |
| 53 | 0 | 0.00% | 98.00% | | |
| 54 | 0 | 0.00% | 98.00% | | |
| 55 | 1 | 1.00% | 99.00% | | |
| 56 | 0 | 0.00% | 99.00% | | |
| 57 | 0 | 0.00% | 99.00% | | |
| 58 | 0 | 0.00% | 99.00% | | |
| 59 | 0 | 0.00% | 99.00% | | |
| 60 | 0 | 0.00% | 99.00% | | |
| 61 | 0 | 0.00% | 99.00% | | |
| 62 | 0 | 0.00% | 99.00% | | |
| 63 | 1 | 1.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |



SITE CODE
3

SPEED SURVEY FIELD SHEET
CITY OF SALINAS

LOCATION

Abbott St. between Sanborn Rd. and Harkins Rd

DATE

4/22

DAY Tuesday

TIME 12:37

TO 1:03

OBSERVER

Alejandro M

CALCULATED BY

Alejandro M

WEATHER

Clear

| Direction: N.B. | | Number of Vehicles | | | |
|-----------------|-----|--------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
| 69 | | | | | |
| 68 | | | | | |
| 67 | | | | | |
| 66 | | | | | |
| 65 | | | | | |
| 64 | | | | | |
| 63 | | | | | |
| 62 | | | | | |
| 61 | | | | | |
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| 49 | | | | | |
| 48 | | | | | |
| 47 | | | | | |
| 46 | | | | | |
| 45 | | | | | |
| 44 | | | | | |
| 43 | XX | | | | |
| 42 | XXX | XX | | | |
| 41 | XX | | | | |
| 40 | XXX | XX | | | |
| 39 | XX | XX | | | |
| 38 | XX | | | | |
| 37 | XX | | | | |
| 36 | XX | | | | |
| 35 | XX | | | | |
| 34 | XXX | XX | | | |
| 33 | XX | | | | |
| 32 | XX | | | | |
| 31 | XX | | | | |
| 30 | XXX | | | | |
| 29 | XX | XX | | | |
| 28 | XX | XX | | | |
| 27 | XX | XX | XX | | |
| 26 | | | | | |
| 25 | XX | | | | |
| 24 | XX | | | | |
| 23 | | | | | |
| 22 | XX | | | | |
| 21 | | | | | |
| 20 | | | | | |
| 19 | | | | | |
| 18 | | | | | |
| 17 | | | | | |
| 16 | | | | | |
| 15 | | | | | |
| 14 | | | | | |
| 13 | | | | | |
| 12 | | | | | |
| 11 | | | | | |
| 10 | | | | | |

| Direction: S.B. | | Number of Vehicles | | | |
|-----------------|-----|--------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
| 69 | | | | | |
| 68 | | | | | |
| 67 | | | | | |
| 66 | | | | | |
| 65 | X | | | | |
| 64 | | | | | |
| 63 | | | | | |
| 62 | | | | | |
| 61 | | | | | |
| 60 | | | | | |
| 59 | | | | | |
| 58 | | | | | |
| 57 | | | | | |
| 56 | | | | | |
| 55 | X | | | | |
| 54 | | | | | |
| 53 | | | | | |
| 52 | | | | | |
| 51 | | | | | |
| 50 | | | | | |
| 49 | X | | | | |
| 48 | X | | | | |
| 47 | X | X | | | |
| 46 | X | | | | |
| 45 | X | | | | |
| 44 | XXX | X | | | |
| 43 | X | | | | |
| 42 | X | | | | |
| 41 | X | | | | |
| 40 | XXX | X | | | |
| 39 | X | | | | |
| 38 | X | | | | |
| 37 | X | | | | |
| 36 | X | | | | |
| 35 | X | | | | |
| 34 | XXX | X | | | |
| 33 | X | | | | |
| 32 | X | | | | |
| 31 | X | | | | |
| 30 | X | | | | |
| 29 | X | | | | |
| 28 | X | | | | |
| 27 | X | | | | |
| 26 | | | | | |
| 25 | X | | | | |
| 24 | | | | | |
| 23 | | | | | |
| 22 | | | | | |
| 21 | | | | | |
| 20 | | | | | |
| 19 | X | | | | |
| 18 | | | | | |
| 17 | | | | | |
| 16 | | | | | |
| 15 | | | | | |
| 14 | | | | | |
| 13 | | | | | |
| 12 | | | | | |
| 11 | | | | | |
| 10 | | | | | |

**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

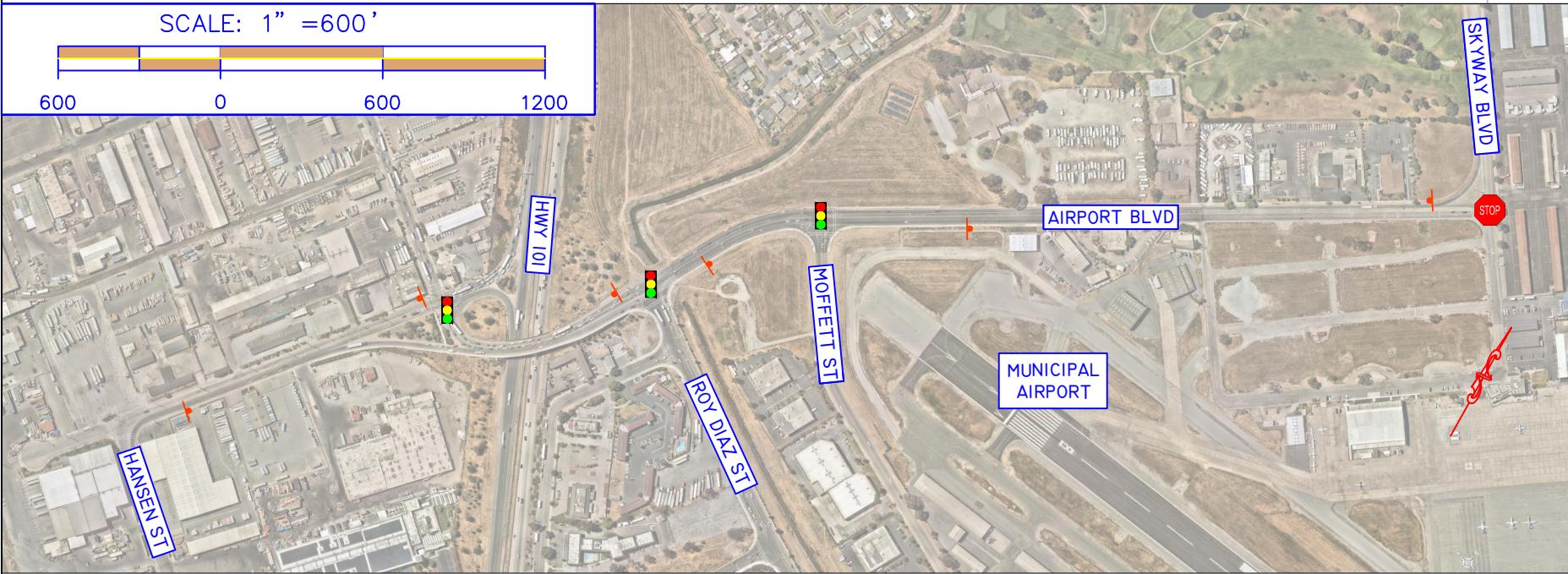
**STREET: AIRPORT BOULEVARD
BETWEEN: SKYWAY BLVD & HANSEN ST
SURVEY DATE: 04/23/2025 (EXPIRES IN 2030)**

5

SCALE: 1" =600'



600 0 600 1200



COMMENTS:

This segment of Airport Boulevard is classified as a collector in the City of Salinas General Plan. The surrounding land use includes industrial and business park use. Speed data collected on April 23, 2025, revealed the 85th percentile speed of 39 mph. The 10 mph pace ranges from 30 mph to 39 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up, the existing speed limit of 45 mph should be reduced to 40 mph.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 6,000 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 64 Feet | |
| No. Lanes and Median | 4-Lane Minor Arterial | |
| Proposed Speed Zone | 40 MPH | |
| 85th Percentile Speed | 39 MPH | |
| Traffic Volume (Date) | 10,757 (2024) | |
| Accident Data (2 years) | 6 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 0.67 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|----------------------------------|---------|-----------------------|--|
| Street: | Airport Boulevard | | Direction: <u>WBD</u> | Comments: No. 5 |
| Between: | Skyway Boulevard & Hansen Street | | | |
| Survey Location: | Airport Blvd & Mercer Wy | | | |
| Speed Limit: | 45 MPH | | | |
| Date: | 04/23/25 | Day: | Wednesday | |
| Hours: | From: 03:36 | To: | 03:52 | |
| Weather: | Sunny | | | |
| Observer(s): | Sean L. & Eva H. | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>33.9</u> MPH |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: <u>11.99</u> |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: <u>3.5</u> |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: <u>0.2398</u> |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: <u>0.5</u> |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: <u>28</u> To: <u>37</u> MPH |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: <u>86.0%</u> |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: <u>43</u> |
| 18 | 0 | 0.00% | 0.00% | 50th Percentile Speed: <u>34</u> MPH |
| 19 | 0 | 0.00% | 0.00% | 85th Percentile Speed: <u>37</u> MPH |
| 20 | 0 | 0.00% | 0.00% | 90th Percentile Speed: <u>38</u> MPH |
| 21 | 0 | 0.00% | 0.00% | 95th Percentile Speed: <u>40</u> MPH |
| 22 | 0 | 0.00% | 0.00% | |
| 23 | 0 | 0.00% | 0.00% | |
| 24 | 0 | 0.00% | 0.00% | |
| 25 | 0 | 0.00% | 0.00% | |
| 26 | 0 | 0.00% | 0.00% | |
| 27 | 0 | 0.00% | 0.00% | |
| 28 | 0 | 0.00% | 0.00% | |
| 29 | 5 | 10.00% | 10.00% | |
| 30 | 9 | 18.00% | 28.00% | |
| 31 | 2 | 4.00% | 32.00% | |
| 32 | 5 | 10.00% | 42.00% | |
| 33 | 2 | 4.00% | 46.00% | |
| 34 | 2 | 4.00% | 50.00% | |
| 35 | 6 | 12.00% | 62.00% | |
| 36 | 5 | 10.00% | 72.00% | |
| 37 | 7 | 14.00% | 86.00% | |
| 38 | 2 | 4.00% | 90.00% | |
| 39 | 2 | 4.00% | 94.00% | |
| 40 | 3 | 6.00% | 100.00% | |
| 41 | 0 | 0.00% | 100.00% | |
| 42 | 0 | 0.00% | 100.00% | |
| 43 | 0 | 0.00% | 100.00% | |
| 44 | 0 | 0.00% | 100.00% | |
| 45 | 0 | 0.00% | 100.00% | |
| 46 | 0 | 0.00% | 100.00% | |
| 47 | 0 | 0.00% | 100.00% | |
| 48 | 0 | 0.00% | 100.00% | |
| 49 | 0 | 0.00% | 100.00% | |
| 50 | 0 | 0.00% | 100.00% | |
| 51 | 0 | 0.00% | 100.00% | |
| 52 | 0 | 0.00% | 100.00% | |
| 53 | 0 | 0.00% | 100.00% | |
| 54 | 0 | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |

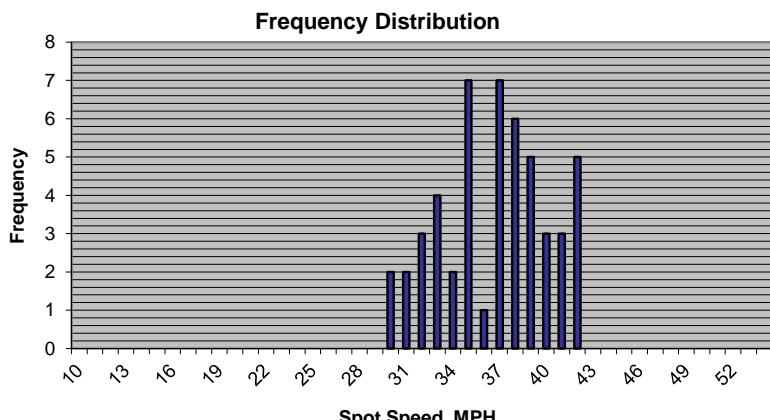
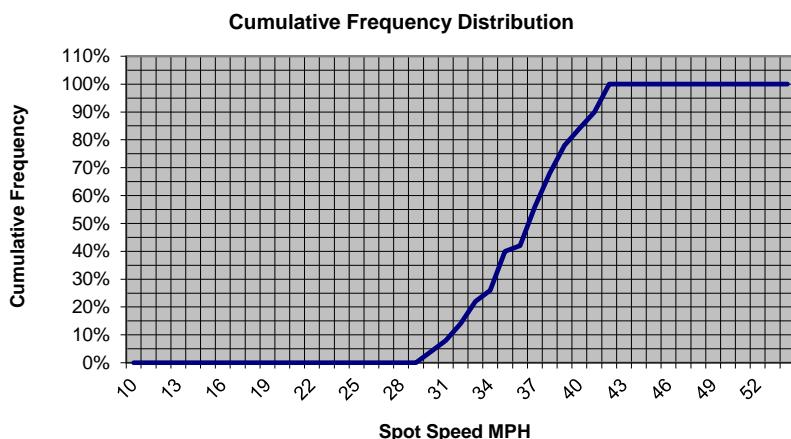
Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|----------------------------------|---------|--------------|-----------------------|--------------------|
| Street: | Airport Boulevard | | Direction: | EBD | Comments: No. 5 |
| Between: | Skyway Boulevard & Hansen Street | | Day: | Wednesday | |
| Survey Location: | Airport Blvd & Mercer Wy | | | | |
| Speed Limit: | 45 MPH | | | | |
| Date: | 04/23/25 | | Day: | Wednesday | |
| Hours: | From: | 03:36 | To: | 03:52 | |
| Weather: | Sunny | | | | |
| Observer(s): | Sean L. & Eva H. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 0 | 0.00% | 0.00% | | |
| 15 | 0 | 0.00% | 0.00% | | |
| 16 | 0 | 0.00% | 0.00% | | |
| 17 | 0 | 0.00% | 0.00% | | |
| 18 | 0 | 0.00% | 0.00% | | |
| 19 | 0 | 0.00% | 0.00% | | |
| 20 | 0 | 0.00% | 0.00% | | |
| 21 | 0 | 0.00% | 0.00% | | |
| 22 | 0 | 0.00% | 0.00% | | |
| 23 | 0 | 0.00% | 0.00% | | |
| 24 | 0 | 0.00% | 0.00% | | |
| 25 | 0 | 0.00% | 0.00% | | |
| 26 | 0 | 0.00% | 0.00% | | |
| 27 | 0 | 0.00% | 0.00% | | |
| 28 | 0 | 0.00% | 0.00% | | |
| 29 | 0 | 0.00% | 0.00% | | |
| 30 | 2 | 4.00% | 4.00% | | |
| 31 | 2 | 4.00% | 8.00% | | |
| 32 | 3 | 6.00% | 14.00% | | |
| 33 | 4 | 8.00% | 22.00% | | |
| 34 | 2 | 4.00% | 26.00% | | |
| 35 | 7 | 14.00% | 40.00% | | |
| 36 | 1 | 2.00% | 42.00% | | |
| 37 | 7 | 14.00% | 56.00% | | |
| 38 | 6 | 12.00% | 68.00% | | |
| 39 | 5 | 10.00% | 78.00% | | |
| 40 | 3 | 6.00% | 84.00% | | |
| 41 | 3 | 6.00% | 90.00% | | |
| 42 | 5 | 10.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|----------------------------------|---------|--------------|---------------------------------|--------------------|
| Street: | Airport Boulevard | | Direction: | WBD/EBD | Comments: No. 5 |
| Between: | Skyway Boulevard & Hansen Street | | | | |
| Survey Location: | E/O Rider Avenue | | | | |
| Speed Limit: | 45 MPH | | | | |
| Date: | 04/23/25 | | Day: | Wednesday | |
| Hours: | From: | 03:36 | To: | 03:52 | |
| Weather: | Sunny | | | | |
| Observer(s): | Sean L. & Eva H. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: 35.3 MPH | |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: 13.74 | |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: 3.7 | |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: 0.1374 | |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: 0.4 | |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: 30 To: 39 MPH | |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: 81.0% | |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: 81 | |
| 18 | 0 | 0.00% | 0.00% | 50th Percentile Speed: 35 MPH | |
| 19 | 0 | 0.00% | 0.00% | 85th Percentile Speed: 39 MPH | |
| 20 | 0 | 0.00% | 0.00% | 90th Percentile Speed: 40 MPH | |
| 21 | 0 | 0.00% | 0.00% | 95th Percentile Speed: 41 MPH | |
| 22 | 0 | 0.00% | 0.00% | | |
| 23 | 0 | 0.00% | 0.00% | | |
| 24 | 0 | 0.00% | 0.00% | | |
| 25 | 0 | 0.00% | 0.00% | | |
| 26 | 0 | 0.00% | 0.00% | | |
| 27 | 0 | 0.00% | 0.00% | | |
| 28 | 0 | 0.00% | 0.00% | | |
| 29 | 5 | 5.00% | 5.00% | | |
| 30 | 11 | 11.00% | 16.00% | | |
| 31 | 4 | 4.00% | 20.00% | | |
| 32 | 8 | 8.00% | 28.00% | | |
| 33 | 6 | 6.00% | 34.00% | | |
| 34 | 4 | 4.00% | 38.00% | | |
| 35 | 13 | 13.00% | 51.00% | | |
| 36 | 6 | 6.00% | 57.00% | | |
| 37 | 14 | 14.00% | 71.00% | | |
| 38 | 8 | 8.00% | 79.00% | | |
| 39 | 7 | 7.00% | 86.00% | | |
| 40 | 6 | 6.00% | 92.00% | | |
| 41 | 3 | 3.00% | 95.00% | | |
| 42 | 5 | 5.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

SITE CODE

5

LOCATION

Airport Blvd. between Skyway Blvd. and Hansen St.

DATE 04/23/25 DAY Wednesday

TIME 3:36 TO 3:52

OBSERVER SEAN L

CALCULATED BY

WEATHER sunny

away

Direction: E.B.

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
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Direction: oncoming

Direction: W.B.

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: CASENTINI STREET
BETWEEN: N MAIN ST & RICO ST
SURVEY DATE: 04/18/2025 (EXPIRES IN 2030)**

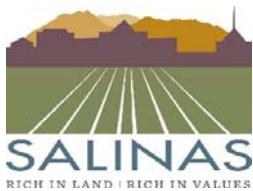
20



COMMENTS:

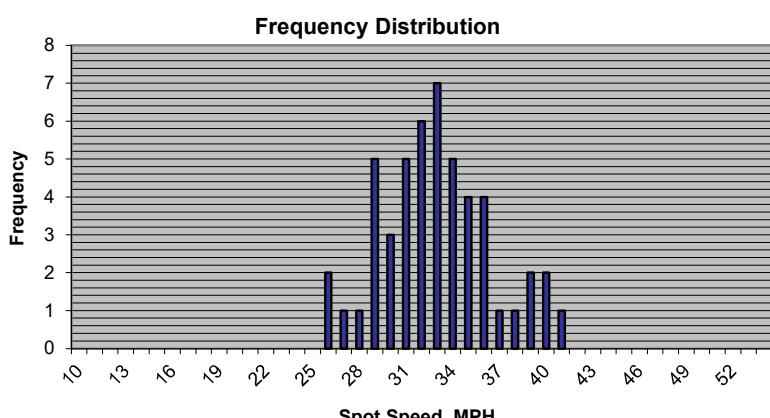
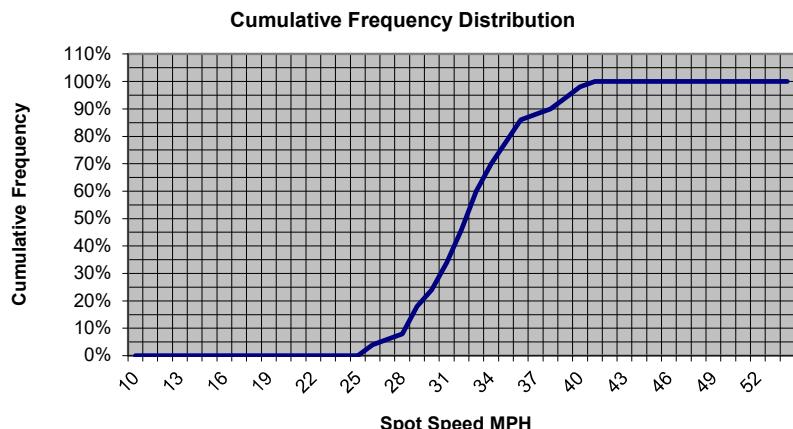
This segment of Casentini Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential and commercial areas. Speed data collected April 18, 2025 revealed a 85th percentile of 36 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be reduced to 30 mph.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 2,350 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 44 Feet | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 30 MPH | |
| 85th Percentile Speed | 36 MPH | |
| Traffic Volume (Date) | 4,419 (2025) | |
| Accident Data (2 years) | 6 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 4.23 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

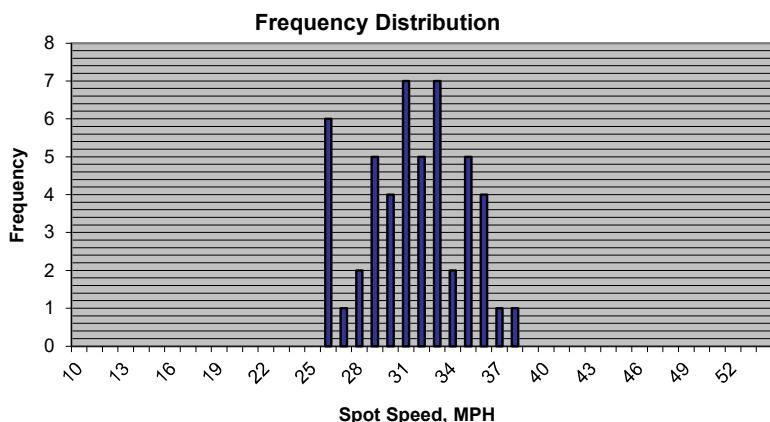
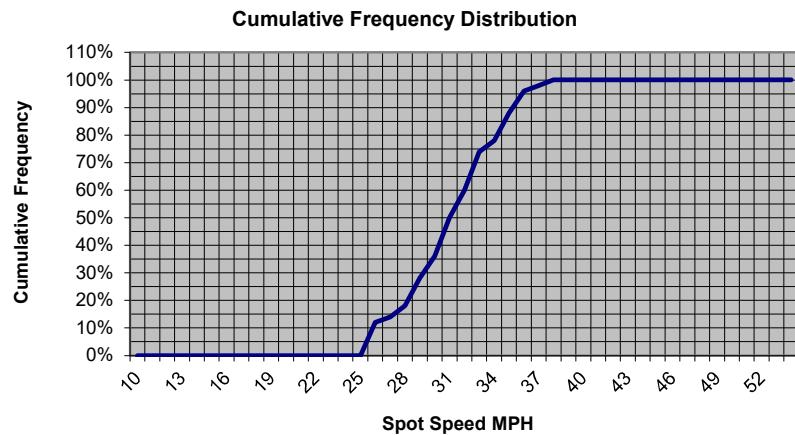
| | | | | |
|------------------|---------------------|------------------|-----------------------|--|
| Street: | Casentini St | | Direction: <u>WBD</u> | Comments: No. 20 |
| Between: | N Main St & Rico St | | | |
| Survey Location: | 303 Casentini St | | | |
| Speed Limit: | 35 MPH | | | |
| Date: | 04/18/25 | | Day: <u>Friday</u> | |
| Hours: | From: <u>03:33</u> | To: <u>04:00</u> | | |
| Weather: | Sunny | | | |
| Observer(s): | Sean L. & Eva H. | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>33.0</u> MPH |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: <u>12.73</u> |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: <u>3.6</u> |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: <u>0.2546</u> |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: <u>0.5</u> |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: <u>27</u> To: <u>36</u> MPH |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: <u>82.0%</u> |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: <u>41</u> |
| 18 | 0 | 0.00% | 0.00% | 50th Percentile Speed: <u>33</u> MPH |
| 19 | 0 | 0.00% | 0.00% | 85th Percentile Speed: <u>36</u> MPH |
| 20 | 0 | 0.00% | 0.00% | 90th Percentile Speed: <u>38</u> MPH |
| 21 | 0 | 0.00% | 0.00% | 95th Percentile Speed: <u>40</u> MPH |
| 22 | 0 | 0.00% | 0.00% | |
| 23 | 0 | 0.00% | 0.00% | |
| 24 | 0 | 0.00% | 0.00% | |
| 25 | 0 | 0.00% | 0.00% | |
| 26 | 2 | 4.00% | 4.00% | |
| 27 | 1 | 2.00% | 6.00% | |
| 28 | 1 | 2.00% | 8.00% | |
| 29 | 5 | 10.00% | 18.00% | |
| 30 | 3 | 6.00% | 24.00% | |
| 31 | 5 | 10.00% | 34.00% | |
| 32 | 6 | 12.00% | 46.00% | |
| 33 | 7 | 14.00% | 60.00% | |
| 34 | 5 | 10.00% | 70.00% | |
| 35 | 4 | 8.00% | 78.00% | |
| 36 | 4 | 8.00% | 86.00% | |
| 37 | 1 | 2.00% | 88.00% | |
| 38 | 1 | 2.00% | 90.00% | |
| 39 | 2 | 4.00% | 94.00% | |
| 40 | 2 | 4.00% | 98.00% | |
| 41 | 1 | 2.00% | 100.00% | |
| 42 | 0 | 0.00% | 100.00% | |
| 43 | 0 | 0.00% | 100.00% | |
| 44 | 0 | 0.00% | 100.00% | |
| 45 | 0 | 0.00% | 100.00% | |
| 46 | 0 | 0.00% | 100.00% | |
| 47 | 0 | 0.00% | 100.00% | |
| 48 | 0 | 0.00% | 100.00% | |
| 49 | 0 | 0.00% | 100.00% | |
| 50 | 0 | 0.00% | 100.00% | |
| 51 | 0 | 0.00% | 100.00% | |
| 52 | 0 | 0.00% | 100.00% | |
| 53 | 0 | 0.00% | 100.00% | |
| 54 | 0 | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---------------------|---------|--------------|---------------------------------|-------------------------|
| Street: | Casentini St | | Direction: | EBD | Comments: No. 20 |
| Between: | N Main St & Rico St | | | | |
| Survey Location: | 303 Casentini St | | | | |
| Speed Limit: | 35 MPH | | | | |
| Date: | 04/18/25 | | Day: | Friday | |
| Hours: | From: | 03:33 | To: | 04:00 | |
| Weather: | Sunny | | | | |
| Observer(s): | Sean L. & Eva H. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: 31.5 MPH | |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: 10.46 | |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: 3.2 | |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: 0.2092 | |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: 0.5 | |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: 26 To: 35 MPH | |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: 88.0% | |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: 44 | |
| 18 | 0 | 0.00% | 0.00% | 50th Percentile Speed: 31 MPH | |
| 19 | 0 | 0.00% | 0.00% | 85th Percentile Speed: 35 MPH | |
| 20 | 0 | 0.00% | 0.00% | 90th Percentile Speed: 36 MPH | |
| 21 | 0 | 0.00% | 0.00% | 95th Percentile Speed: 36 MPH | |
| 22 | 0 | 0.00% | 0.00% | | |
| 23 | 0 | 0.00% | 0.00% | | |
| 24 | 0 | 0.00% | 0.00% | | |
| 25 | 0 | 0.00% | 0.00% | | |
| 26 | 6 | 12.00% | 12.00% | | |
| 27 | 1 | 2.00% | 14.00% | | |
| 28 | 2 | 4.00% | 18.00% | | |
| 29 | 5 | 10.00% | 28.00% | | |
| 30 | 4 | 8.00% | 36.00% | | |
| 31 | 7 | 14.00% | 50.00% | | |
| 32 | 5 | 10.00% | 60.00% | | |
| 33 | 7 | 14.00% | 74.00% | | |
| 34 | 2 | 4.00% | 78.00% | | |
| 35 | 5 | 10.00% | 88.00% | | |
| 36 | 4 | 8.00% | 96.00% | | |
| 37 | 1 | 2.00% | 98.00% | | |
| 38 | 1 | 2.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---------------------|---------|--------------|---------------------------------|---------------------|
| Street: | Casentini St | | Direction: | WBD/EBD | Comments: No. 20 |
| Between: | N Main St & Rico St | | Hours: | From: 03:33 To: 04:00 | |
| Survey Location: | 303 Casentini St | | Date: | 04/18/25 Day: Friday | |
| Speed Limit: | 35 MPH | | Weather: | Sunny | |
| Observer(s): | Sean L. & Eva H. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: 32.2 MPH | |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: 12.03 | |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: 3.5 | |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: 0.1203 | |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: 0.3 | |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: 26 To: 35 MPH | |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: 83.0% | |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: 83 | |
| 18 | 0 | 0.00% | 0.00% | 50th Percentile Speed: 32 MPH | |
| 19 | 0 | 0.00% | 0.00% | 85th Percentile Speed: 36 MPH | |
| 20 | 0 | 0.00% | 0.00% | 90th Percentile Speed: 36 MPH | |
| 21 | 0 | 0.00% | 0.00% | 95th Percentile Speed: 38 MPH | |
| 22 | 0 | 0.00% | 0.00% | | |
| 23 | 0 | 0.00% | 0.00% | | |
| 24 | 0 | 0.00% | 0.00% | | |
| 25 | 0 | 0.00% | 0.00% | | |
| 26 | 8 | 8.00% | 8.00% | | |
| 27 | 2 | 2.00% | 10.00% | | |
| 28 | 3 | 3.00% | 13.00% | | |
| 29 | 10 | 10.00% | 23.00% | | |
| 30 | 7 | 7.00% | 30.00% | | |
| 31 | 12 | 12.00% | 42.00% | | |
| 32 | 11 | 11.00% | 53.00% | | |
| 33 | 14 | 14.00% | 67.00% | | |
| 34 | 7 | 7.00% | 74.00% | | |
| 35 | 9 | 9.00% | 83.00% | | |
| 36 | 8 | 8.00% | 91.00% | | |
| 37 | 2 | 2.00% | 93.00% | | |
| 38 | 2 | 2.00% | 95.00% | | |
| 39 | 2 | 2.00% | 97.00% | | |
| 40 | 2 | 2.00% | 99.00% | | |
| 41 | 1 | 1.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

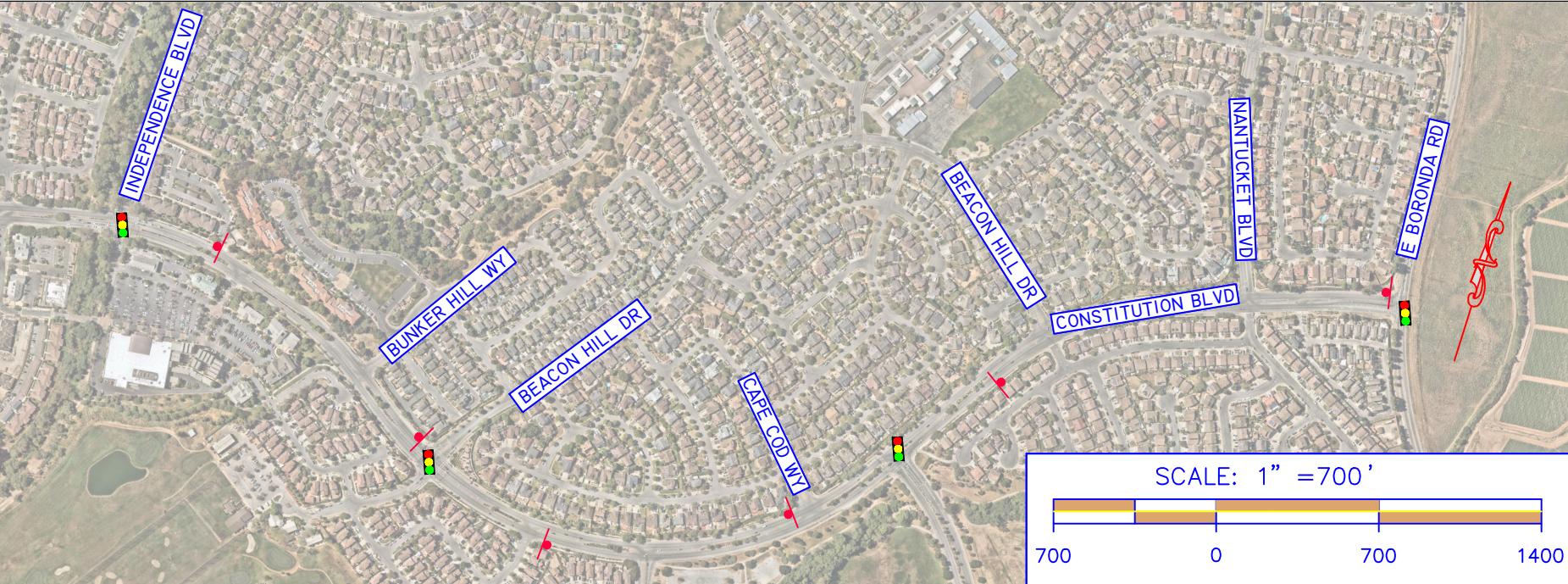
SITE CODE

20

LOCATION Casentini St between N Main St and Kico StDATE 04/18 DAY Friday TIME 3:33 TO 4:00OBSERVER Eva H. CALCULATED BY Sean L. WEATHER Sunny

| Direction: <u>EB</u> | | | | |
|----------------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
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| 68 | | | | |
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| 39 | | | | |
| 38 | X | | | |
| 37 | X | | | |
| 36 | X X X X | | | |
| 35 | X X X X X | | | |
| 34 | X X | | | |
| 33 | X X X X X X | | | |
| 32 | X X X X | | | |
| 31 | X X X X X X | | | |
| 30 | X X X X | | | |
| 29 | X X X X | | | |
| 28 | X X | | | |
| 27 | X | | | |
| 26 | X X X X X X | | | |
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| Direction: <u>WB</u> | | | | |
|----------------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
| 68 | | | | |
| 67 | | | | |
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| 41 | X | | | |
| 40 | X X | | | |
| 39 | X X | | | |
| 38 | X | | | |
| 37 | X | | | |
| 36 | X X X X | | | |
| 35 | X X X | | | |
| 34 | X X X X | | | |
| 33 | X X X X X X | | | |
| 32 | X X X X X X | | | |
| 31 | X X X X X X | | | |
| 30 | X X X X | | | |
| 29 | X X X X X X | | | |
| 28 | X | | | |
| 27 | X | | | |
| 26 | X X X X | | | |
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COMMENTS:

This segment of Constitution Boulevard is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes backing residential homes, retail, and park use. Speed data collected on April 8, 2025, revealed the 85th percentile speed of 46 mph. The 10 mph pace ranges from 36 mph to 45 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 40 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL | |
|--|---------------------------|------------|--|
| Distance | Approximately 6,300 Feet | | |
| Vertical Alignment | Flat | | |
| Street Width | 87 Feet | | |
| No. Lanes and Median | 4-Lane Minor Arterial | | |
| Proposed Speed Zone | 40 MPH | | |
| 85th Percentile Speed | 46 MPH | | |
| Traffic Volume (Date) | 10,572 (2024) | | |
| Accident Data (2 years) | 14 Collisions (2022-2023) | | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 1.52 Acc./MVM | | |
| | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|--|---------|-----------------------|--|
| Street: | Constitution Boulevard | | Direction: <u>NBD</u> | Comments: <u>No. 27</u> |
| Between: | Independence Boulevard and Boronda Road | | | |
| Survey Location: | Constitution Boulevard @ Las Casitas Drive | | | |
| Speed Limit: | 40 MPH | | | |
| Date: | 04/08/25 | Day: | Tuesday | |
| Hours: | From: 01:43 | To: | 02:19 | |
| Weather: | Clear | | | |
| Observer(s): | Alejandro M. | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 30 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>40.9</u> MPH |
| 31 | 1 | 2.00% | 2.00% | Sample Variance: <u>32.21</u> |
| 32 | 1 | 2.00% | 4.00% | Standard Deviation: <u>5.7</u> |
| 33 | 2 | 4.00% | 8.00% | Variance of the Mean: <u>0.6442</u> |
| 34 | 3 | 6.00% | 14.00% | Standard Error of the Mean: <u>0.8</u> |
| 35 | 3 | 6.00% | 20.00% | 10 MPH Pace: <u>35</u> To: <u>44</u> MPH |
| 36 | 2 | 4.00% | 24.00% | Percent in Pace: <u>60.0%</u> |
| 37 | 3 | 6.00% | 30.00% | Vehicles in Pace: <u>30</u> |
| 38 | 4 | 8.00% | 38.00% | 50th Percentile Speed: <u>40</u> MPH |
| 39 | 5 | 10.00% | 48.00% | 85th Percentile Speed: <u>48</u> MPH |
| 40 | 3 | 6.00% | 54.00% | 90th Percentile Speed: <u>48</u> MPH |
| 41 | 1 | 2.00% | 56.00% | 95th Percentile Speed: <u>51</u> MPH |
| 42 | 3 | 6.00% | 62.00% | |
| 43 | 2 | 4.00% | 66.00% | |
| 44 | 4 | 8.00% | 74.00% | |
| 45 | 2 | 4.00% | 78.00% | |
| 46 | 2 | 4.00% | 82.00% | |
| 47 | 1 | 2.00% | 84.00% | |
| 48 | 3 | 6.00% | 90.00% | |
| 49 | 0 | 0.00% | 90.00% | |
| 50 | 1 | 2.00% | 92.00% | |
| 51 | 2 | 4.00% | 96.00% | |
| 52 | 1 | 2.00% | 98.00% | |
| 53 | 1 | 2.00% | 100.00% | |
| 54 | 0 | 0.00% | 100.00% | |
| 55 | 0 | 0.00% | 100.00% | |
| 56 | 0 | 0.00% | 100.00% | |
| 57 | 0 | 0.00% | 100.00% | |
| 58 | 0 | 0.00% | 100.00% | |
| 59 | 0 | 0.00% | 100.00% | |
| 60 | 0 | 0.00% | 100.00% | |
| 61 | 0 | 0.00% | 100.00% | |
| 62 | 0 | 0.00% | 100.00% | |
| 63 | 0 | 0.00% | 100.00% | |
| 64 | 0 | 0.00% | 100.00% | |
| 65 | 0 | 0.00% | 100.00% | |
| 66 | 0 | 0.00% | 100.00% | |
| 67 | 0 | 0.00% | 100.00% | |
| 68 | 0 | 0.00% | 100.00% | |
| 69 | 0 | 0.00% | 100.00% | |
| 70 | 0 | 0.00% | 100.00% | |
| 71 | 0 | 0.00% | 100.00% | |
| 72 | 0 | 0.00% | 100.00% | |
| 73 | 0 | 0.00% | 100.00% | |
| 74 | 0 | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |

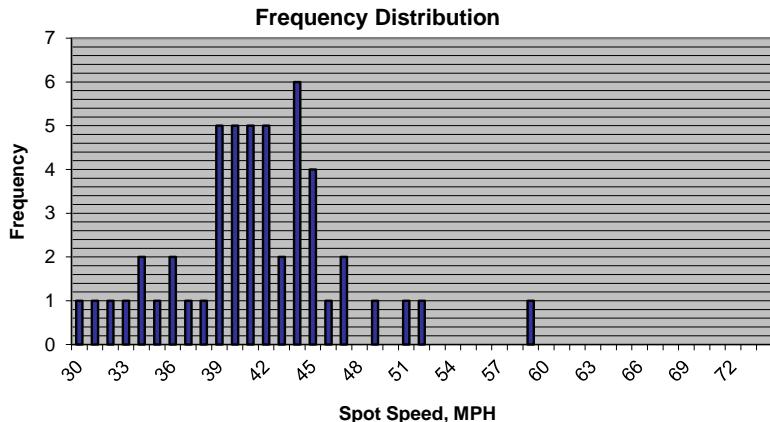
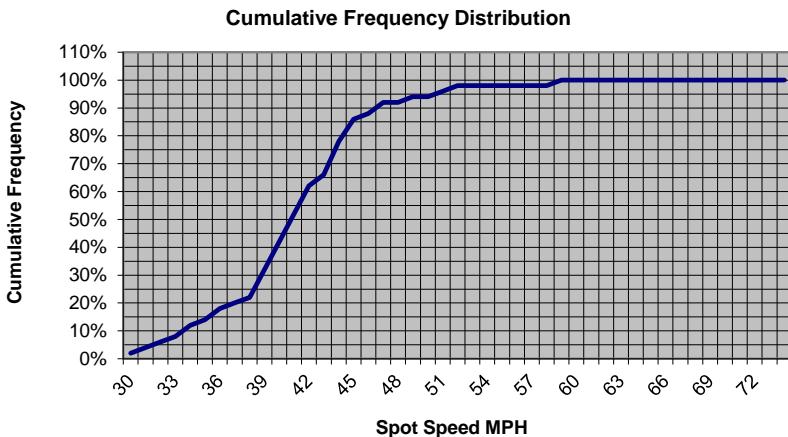
Cumulative Frequency Distribution

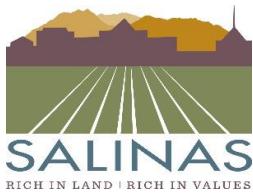
Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|--|------------------|-----------------------|--|
| Street: | Constitution Boulevard | | Direction: <u>SBD</u> | Comments: <u>No. 27</u> |
| Between: | Independence Boulevard and Boronda Road | | | |
| Survey Location: | Constitution Boulevard @ Las Casitas Drive | | | |
| Speed Limit: | 40 MPH | | | |
| Date: | 04/08/25 | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>01:43</u> | To: <u>02:19</u> | | |
| Weather: | Clear | | | |
| Observer(s): | Alejandro M. | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 30 | 1 | 2.00% | 2.00% | Time Mean Speed: <u>41.3</u> MPH |
| 31 | 1 | 2.00% | 4.00% | Sample Variance: <u>29.21</u> |
| 32 | 1 | 2.00% | 6.00% | Standard Deviation: <u>5.4</u> |
| 33 | 1 | 2.00% | 8.00% | Variance of the Mean: <u>0.5842</u> |
| 34 | 2 | 4.00% | 12.00% | Standard Error of the Mean: <u>0.8</u> |
| 35 | 1 | 2.00% | 14.00% | 10 MPH Pace: <u>36</u> To: <u>45</u> MPH |
| 36 | 2 | 4.00% | 18.00% | Percent in Pace: <u>72.0%</u> |
| 37 | 1 | 2.00% | 20.00% | Vehicles in Pace: <u>36</u> |
| 38 | 1 | 2.00% | 22.00% | 50th Percentile Speed: <u>41</u> MPH |
| 39 | 5 | 10.00% | 32.00% | 85th Percentile Speed: <u>45</u> MPH |
| 40 | 5 | 10.00% | 42.00% | 90th Percentile Speed: <u>47</u> MPH |
| 41 | 5 | 10.00% | 52.00% | 95th Percentile Speed: <u>51</u> MPH |
| 42 | 5 | 10.00% | 62.00% | |
| 43 | 2 | 4.00% | 66.00% | |
| 44 | 6 | 12.00% | 78.00% | |
| 45 | 4 | 8.00% | 86.00% | |
| 46 | 1 | 2.00% | 88.00% | |
| 47 | 2 | 4.00% | 92.00% | |
| 48 | 0 | 0.00% | 92.00% | |
| 49 | 1 | 2.00% | 94.00% | |
| 50 | 0 | 0.00% | 94.00% | |
| 51 | 1 | 2.00% | 96.00% | |
| 52 | 1 | 2.00% | 98.00% | |
| 53 | 0 | 0.00% | 98.00% | |
| 54 | 0 | 0.00% | 98.00% | |
| 55 | 0 | 0.00% | 98.00% | |
| 56 | 0 | 0.00% | 98.00% | |
| 57 | 0 | 0.00% | 98.00% | |
| 58 | 0 | 0.00% | 98.00% | |
| 59 | 1 | 2.00% | 100.00% | |
| 60 | 0 | 0.00% | 100.00% | |
| 61 | 0 | 0.00% | 100.00% | |
| 62 | 0 | 0.00% | 100.00% | |
| 63 | 0 | 0.00% | 100.00% | |
| 64 | 0 | 0.00% | 100.00% | |
| 65 | 0 | 0.00% | 100.00% | |
| 66 | 0 | 0.00% | 100.00% | |
| 67 | 0 | 0.00% | 100.00% | |
| 68 | 0 | 0.00% | 100.00% | |
| 69 | 0 | 0.00% | 100.00% | |
| 70 | 0 | 0.00% | 100.00% | |
| 71 | 0 | 0.00% | 100.00% | |
| 72 | 0 | 0.00% | 100.00% | |
| 73 | 0 | 0.00% | 100.00% | |
| 74 | 0 | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--|------------------|--------------|--|--------------------------------|
| Street: | Constitution Boulevard | | | Direction: <u>NBD/SBD</u> | Comments: <u>No. 27</u> |
| Between: | Independence Boulevard and Boronda Road | | | | |
| Survey Location: | Constitution Boulevard @ Las Casitas Drive | | | | |
| Speed Limit: | 40 MPH | | | | |
| Date: | 04/08/25 | | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>01:43</u> | To: <u>02:19</u> | | | |
| Weather: | Clear | | | | |
| Observer(s): | Alejandro M. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 30 | <u>1</u> | 1.00% | 1.00% | Time Mean Speed: <u>41.1</u> MPH Sample Variance: <u>30.45</u> Standard Deviation: <u>5.5</u> Variance of the Mean: <u>0.3045</u> Standard Error of the Mean: <u>0.6</u> 10 MPH Pace: <u>36</u> To: <u>45</u> MPH Percent in Pace: <u>65.0%</u> Vehicles in Pace: <u>65</u> 50th Percentile Speed: <u>41</u> MPH 85th Percentile Speed: <u>46</u> MPH 90th Percentile Speed: <u>48</u> MPH 95th Percentile Speed: <u>51</u> MPH | |
| 31 | <u>2</u> | 2.00% | 3.00% | | |
| 32 | <u>2</u> | 2.00% | 5.00% | | |
| 33 | <u>3</u> | 3.00% | 8.00% | | |
| 34 | <u>5</u> | 5.00% | 13.00% | | |
| 35 | <u>4</u> | 4.00% | 17.00% | | |
| 36 | <u>4</u> | 4.00% | 21.00% | | |
| 37 | <u>4</u> | 4.00% | 25.00% | | |
| 38 | <u>5</u> | 5.00% | 30.00% | | |
| 39 | <u>10</u> | 10.00% | 40.00% | | |
| 40 | <u>8</u> | 8.00% | 48.00% | | |
| 41 | <u>6</u> | 6.00% | 54.00% | | |
| 42 | <u>8</u> | 8.00% | 62.00% | | |
| 43 | <u>4</u> | 4.00% | 66.00% | | |
| 44 | <u>10</u> | 10.00% | 76.00% | | |
| 45 | <u>6</u> | 6.00% | 82.00% | | |
| 46 | <u>3</u> | 3.00% | 85.00% | | |
| 47 | <u>3</u> | 3.00% | 88.00% | | |
| 48 | <u>3</u> | 3.00% | 91.00% | | |
| 49 | <u>1</u> | 1.00% | 92.00% | | |
| 50 | <u>1</u> | 1.00% | 93.00% | | |
| 51 | <u>3</u> | 3.00% | 96.00% | | |
| 52 | <u>2</u> | 2.00% | 98.00% | | |
| 53 | <u>1</u> | 1.00% | 99.00% | | |
| 54 | <u>0</u> | 0.00% | 99.00% | | |
| 55 | <u>0</u> | 0.00% | 99.00% | | |
| 56 | <u>0</u> | 0.00% | 99.00% | | |
| 57 | <u>0</u> | 0.00% | 99.00% | | |
| 58 | <u>0</u> | 0.00% | 99.00% | | |
| 59 | <u>1</u> | 1.00% | 100.00% | | |
| 60 | <u>0</u> | 0.00% | 100.00% | | |
| 61 | <u>0</u> | 0.00% | 100.00% | | |
| 62 | <u>0</u> | 0.00% | 100.00% | | |
| 63 | <u>0</u> | 0.00% | 100.00% | | |
| 64 | <u>0</u> | 0.00% | 100.00% | | |
| 65 | <u>0</u> | 0.00% | 100.00% | | |
| 66 | <u>0</u> | 0.00% | 100.00% | | |
| 67 | <u>0</u> | 0.00% | 100.00% | | |
| 68 | <u>0</u> | 0.00% | 100.00% | | |
| 69 | <u>0</u> | 0.00% | 100.00% | | |
| 70 | <u>0</u> | 0.00% | 100.00% | | |
| 71 | <u>0</u> | 0.00% | 100.00% | | |
| 72 | <u>0</u> | 0.00% | 100.00% | | |
| 73 | <u>0</u> | 0.00% | 100.00% | | |
| 74 | <u>0</u> | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SITE CODE
27

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Constitution Blvd. between Independence Blvd. and Boronda Rd.

DATE 4/8/25 DAY Tuesday TIME 1:43 TO 2:19

OBSERVER Alejandro M. CALCULATED BY Alejandro M. WEATHER Clear

| Direction: N.B. | | | | |
|-----------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
| 68 | | | | |
| 67 | | | | |
| 66 | | | | |
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| Direction: S.B. | | | | |
|-----------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
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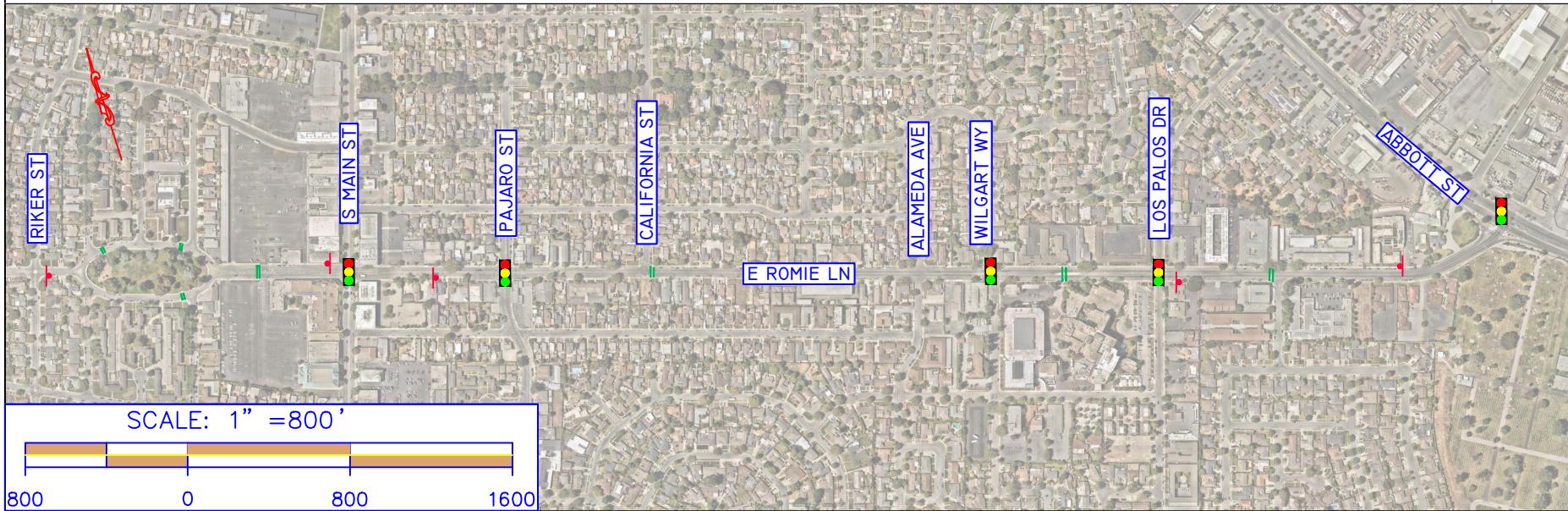
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

STREET: **ROMIE LANE**
BETWEEN: **RIKER ST & ABBOTT ST**
SURVEY DATE: **04/22/2025 (EXPIRES IN 2030)**

45



COMMENTS:

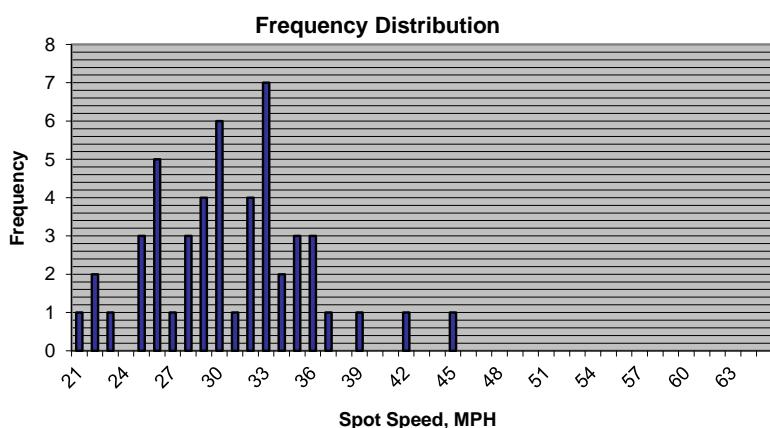
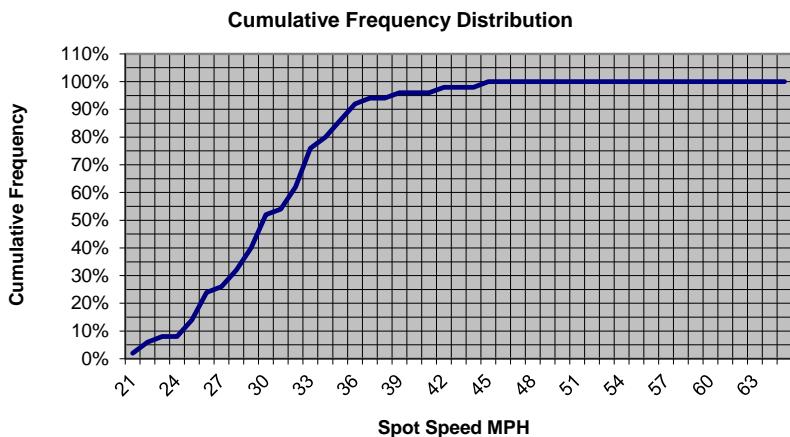
This segment of Romie Lane is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes residential homes, retail, office, hospital, and park use. Speed data collected on April 22, 2025, revealed the 85th percentile speed of 35 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 30 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 7,450 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (46 to 62 Feet) | |
| No. Lanes and Median | 4-Lane Minor Arterial | |
| Proposed Speed Zone | 30 MPH | |
| 85th Percentile Speed | 35 MPH | |
| Traffic Volume (Date) | 8,168 (2023) | |
| Accident Data (2 years) | 3 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 0.36 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|--------------------------------------|---------|-----------------------|--|
| Street: | E Romie Lane | | Direction: <u>WBD</u> | Comments: No. 45 |
| Between: | <u>Riker Street and Abott Street</u> | | | |
| Survey Location: | <u>242 E Romie Lane</u> | | | |
| Speed Limit: | <u>30 MPH</u> | | | |
| Date: | <u>04/22/25</u> | | Day: <u>Tuesday</u> | |
| Hours: From: | <u>01:13</u> | | To: <u>01:38</u> | |
| Weather: | <u>Clear</u> | | | |
| Observer(s): | <u>Alejandro M.</u> | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 21 | 1 | 2.00% | 2.00% | Time Mean Speed: <u>30.7 MPH</u> |
| 22 | 2 | 4.00% | 6.00% | Sample Variance: <u>24.67</u> |
| 23 | 1 | 2.00% | 8.00% | Standard Deviation: <u>5.0</u> |
| 24 | 0 | 0.00% | 8.00% | Variance of the Mean: <u>0.4934</u> |
| 25 | 3 | 6.00% | 14.00% | Standard Error of the Mean: <u>0.7</u> |
| 26 | 5 | 10.00% | 24.00% | 10 MPH Pace: <u>25 MPH</u> To: <u>34 MPH</u> |
| 27 | 1 | 2.00% | 26.00% | Percent in Pace: <u>72.0%</u> |
| 28 | 3 | 6.00% | 32.00% | Vehicles in Pace: <u>36</u> |
| 29 | 4 | 8.00% | 40.00% | 50th Percentile Speed: <u>30 MPH</u> |
| 30 | 6 | 12.00% | 52.00% | 85th Percentile Speed: <u>35 MPH</u> |
| 31 | 1 | 2.00% | 54.00% | 90th Percentile Speed: <u>36 MPH</u> |
| 32 | 4 | 8.00% | 62.00% | 95th Percentile Speed: <u>39 MPH</u> |
| 33 | 7 | 14.00% | 76.00% | |
| 34 | 2 | 4.00% | 80.00% | |
| 35 | 3 | 6.00% | 86.00% | |
| 36 | 3 | 6.00% | 92.00% | |
| 37 | 1 | 2.00% | 94.00% | |
| 38 | 0 | 0.00% | 94.00% | |
| 39 | 1 | 2.00% | 96.00% | |
| 40 | 0 | 0.00% | 96.00% | |
| 41 | 0 | 0.00% | 96.00% | |
| 42 | 1 | 2.00% | 98.00% | |
| 43 | 0 | 0.00% | 98.00% | |
| 44 | 0 | 0.00% | 98.00% | |
| 45 | 1 | 2.00% | 100.00% | |
| 46 | 0 | 0.00% | 100.00% | |
| 47 | 0 | 0.00% | 100.00% | |
| 48 | 0 | 0.00% | 100.00% | |
| 49 | 0 | 0.00% | 100.00% | |
| 50 | 0 | 0.00% | 100.00% | |
| 51 | 0 | 0.00% | 100.00% | |
| 52 | 0 | 0.00% | 100.00% | |
| 53 | 0 | 0.00% | 100.00% | |
| 54 | 0 | 0.00% | 100.00% | |
| 55 | 0 | 0.00% | 100.00% | |
| 56 | 0 | 0.00% | 100.00% | |
| 57 | 0 | 0.00% | 100.00% | |
| 58 | 0 | 0.00% | 100.00% | |
| 59 | 0 | 0.00% | 100.00% | |
| 60 | 0 | 0.00% | 100.00% | |
| 61 | 0 | 0.00% | 100.00% | |
| 62 | 0 | 0.00% | 100.00% | |
| 63 | 0 | 0.00% | 100.00% | |
| 64 | 0 | 0.00% | 100.00% | |
| 65 | 0 | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | |
|---|---|--------------------------------|
| <p>Street: <u>E Romie Lane</u></p> <p>Between: <u>Riker Street and Abott Street</u></p> <p>Survey Location: <u>242 E Romie Lane</u></p> <p>Speed Limit: <u>30 MPH</u></p> <p>Date: <u>04/22/25</u></p> <p>Hours: From: <u>01:13</u></p> <p>Weather: <u>Clear</u></p> <p>Observer(s): <u>Alejandro M.</u></p> | <p>Direction: <u>EBD</u></p> <p>Day: <u>Tuesday</u></p> <p>To: <u>01:38</u></p> | <p>Comments: <u>No. 45</u></p> |
| <p>Data Analysis:</p> | | |
| <p>Time Mean Speed: <u>31.1 MPH</u></p> <p>Sample Variance: <u>18.43</u></p> <p>Standard Deviation: <u>4.3</u></p> <p>Variance of the Mean: <u>0.3686</u></p> <p>Standard Error of the Mean: <u>0.6</u></p> <p>10 MPH Pace: <u>26</u> To: <u>35 MPH</u></p> <p>Percent in Pace: <u>80.0%</u></p> <p>Vehicles in Pace: <u>40</u></p> <p>50th Percentile Speed: <u>31 MPH</u></p> <p>85th Percentile Speed: <u>35 MPH</u></p> <p>90th Percentile Speed: <u>36 MPH</u></p> <p>95th Percentile Speed: <u>39 MPH</u></p> | | |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals: <u>50</u> <u>100.00%</u></p> | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|--------------------------------------|------------------|---------------------------|--------------------------------|
| Street: | E Romie Lane | | Direction: <u>WBD/EBD</u> | Comments: No. 45 |
| Between: | <u>Riker Street and Abott Street</u> | | | |
| Survey Location: | <u>242 E Romie Lane</u> | | | |
| Speed Limit: | <u>30 MPH</u> | | | |
| Date: | <u>04/22/25</u> | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>01:13</u> | To: <u>01:38</u> | | |
| Weather: | <u>Clear</u> | | | |
| Observer(s): | <u>Alejandro M.</u> | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 21 | <u>1</u> | 1.00% | 1.00% | |
| 22 | <u>3</u> | 3.00% | 4.00% | |
| 23 | <u>3</u> | 3.00% | 7.00% | |
| 24 | <u>1</u> | 1.00% | 8.00% | |
| 25 | <u>3</u> | 3.00% | 11.00% | |
| 26 | <u>7</u> | 7.00% | 18.00% | |
| 27 | <u>2</u> | 2.00% | 20.00% | |
| 28 | <u>9</u> | 9.00% | 29.00% | |
| 29 | <u>7</u> | 7.00% | 36.00% | |
| 30 | <u>13</u> | 13.00% | 49.00% | |
| 31 | <u>7</u> | 7.00% | 56.00% | |
| 32 | <u>9</u> | 9.00% | 65.00% | |
| 33 | <u>10</u> | 10.00% | 75.00% | |
| 34 | <u>5</u> | 5.00% | 80.00% | |
| 35 | <u>7</u> | 7.00% | 87.00% | |
| 36 | <u>4</u> | 4.00% | 91.00% | |
| 37 | <u>2</u> | 2.00% | 93.00% | |
| 38 | <u>1</u> | 1.00% | 94.00% | |
| 39 | <u>2</u> | 2.00% | 96.00% | |
| 40 | <u>1</u> | 1.00% | 97.00% | |
| 41 | <u>0</u> | 0.00% | 97.00% | |
| 42 | <u>1</u> | 1.00% | 98.00% | |
| 43 | <u>1</u> | 1.00% | 99.00% | |
| 44 | <u>0</u> | 0.00% | 99.00% | |
| 45 | <u>1</u> | 1.00% | 100.00% | |
| 46 | <u>0</u> | 0.00% | 100.00% | |
| 47 | <u>0</u> | 0.00% | 100.00% | |
| 48 | <u>0</u> | 0.00% | 100.00% | |
| 49 | <u>0</u> | 0.00% | 100.00% | |
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| 54 | <u>0</u> | 0.00% | 100.00% | |
| 55 | <u>0</u> | 0.00% | 100.00% | |
| 56 | <u>0</u> | 0.00% | 100.00% | |
| 57 | <u>0</u> | 0.00% | 100.00% | |
| 58 | <u>0</u> | 0.00% | 100.00% | |
| 59 | <u>0</u> | 0.00% | 100.00% | |
| 60 | <u>0</u> | 0.00% | 100.00% | |
| 61 | <u>0</u> | 0.00% | 100.00% | |
| 62 | <u>0</u> | 0.00% | 100.00% | |
| 63 | <u>0</u> | 0.00% | 100.00% | |
| 64 | <u>0</u> | 0.00% | 100.00% | |
| 65 | <u>0</u> | 0.00% | 100.00% | |
| Totals: | 100 | 100.00% | | |

Cumulative Frequency Distribution

Frequency Distribution

SITE CODE
45

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

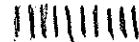
LOCATION Ranite Ln. between Ritter St. and Abbott St.

DATE 04/22 DAY Tuesday TIME 1:13 TO 1:38

OBSERVER Alejandro M. CALCULATED BY Alejandro M. WEATHER Clear
Approaching

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
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| 37 | X | | | |
| 36 | X | | | |
| 35 | X | X | X | |
| 34 | X | X | X | |
| 33 | X | X | X | |
| 32 | X | X | X | |
| 31 | X | X | X | |
| 30 | X | X | X | X |
| 29 | X | X | X | |
| 28 | X | X | X | |
| 27 | X | | | |
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| MPH | Number of Vehicles | | | |
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| 42 | X | | | |
| 41 | | | | |
| 40 | X | | | |
| 39 | X | | | |
| 38 | X | | | |
| 37 | X | | | |
| 36 | X | X | X | |
| 35 | X | X | X | |
| 34 | X | X | X | |
| 33 | X | X | X | X |
| 32 | X | X | X | |
| 31 | X | | | |
| 30 | X | X | X | |
| 29 | X | X | X | |
| 28 | X | X | X | |
| 27 | X | | | |
| 26 | X | X | X | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: NATIVIDAD ROAD
BETWEEN: E LAUREL DR & E BERNAL DR
SURVEY DATE: 05/28/2025 (EXPIRES IN 2030)**

47



COMMENTS:

This segment of Natividad Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes fronting and backing residential homes and commercial businesses. Speed data collected on May 28, 2025, revealed the 85th percentile speed of 39 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up, the existing posted speed limit of 40 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|--|
| Distance | Approximately 2,450 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (50 to 88 Feet) | |
| No. Lanes and Median | 4-Lane Major Arterial | |
| Proposed Speed Zone | 40 MPH | |
| 85th Percentile Speed | 39 MPH | |
| Traffic Volume (Date) | 37,082 (2025) | |
| Accident Data (2 years) | 9 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 0.72 Acc./MVM | |
| | | <p>REGISTERED PROFESSIONAL ENGINEER ADRIANA ROBLES NO. 69142 CIVIL STATE OF CALIFORNIA</p> |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| <p>Street: <u>Natividad Road</u> Direction: <u>NBD</u> Between: <u>E Bernal Dr & E Laurel Dr</u> Comments: <u>No. 47</u> Survey Location: <u>1 Lunsford Dr</u> Speed Limit: <u>40 MPH</u> Date: <u>05/28/25</u> Day: <u>Wednesday</u> Hours: From: <u>01:55</u> To: <u>02:28</u> Weather: <u>Cloudy</u> Observer(s): <u>Rodolfo C</u></p> | <p>Data Analysis:</p> <p>Time Mean Speed: <u>36.2 MPH</u> Sample Variance: <u>19.54</u> Standard Deviation: <u>4.4</u> Variance of the Mean: <u>0.3908</u> Standard Error of the Mean: <u>0.6</u> 10 MPH Pace: <u>31</u> To: <u>40 MPH</u> Percent in Pace: <u>78.0%</u> Vehicles in Pace: <u>39</u> 50th Percentile Speed: <u>36 MPH</u> 85th Percentile Speed: <u>41 MPH</u> 90th Percentile Speed: <u>42 MPH</u> 95th Percentile Speed: <u>45 MPH</u></p> | <p style="text-align: center;">Cumulative Frequency Distribution</p> <p style="text-align: center;">Frequency Distribution</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--------------|--------------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|--------|--------|----|---|-------|--------|----|---|--------|--------|----|---|-------|--------|----|---|--------|--------|----|---|--------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|--------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|---------|----|---------|--|
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MPH</th> <th>Frequency</th> <th>Percent</th> <th>Cumulative %</th> </tr> </thead> <tbody> <tr><td>10</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>11</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>12</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>13</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>14</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>15</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>16</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>17</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>18</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>19</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>20</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>21</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>22</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>23</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>24</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>25</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>26</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>27</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>28</td><td>1</td><td>2.00%</td><td>2.00%</td></tr> <tr><td>29</td><td>0</td><td>0.00%</td><td>2.00%</td></tr> <tr><td>30</td><td>2</td><td>4.00%</td><td>6.00%</td></tr> <tr><td>31</td><td>5</td><td>10.00%</td><td>16.00%</td></tr> <tr><td>32</td><td>4</td><td>8.00%</td><td>24.00%</td></tr> <tr><td>33</td><td>5</td><td>10.00%</td><td>34.00%</td></tr> <tr><td>34</td><td>1</td><td>2.00%</td><td>36.00%</td></tr> <tr><td>35</td><td>6</td><td>12.00%</td><td>48.00%</td></tr> <tr><td>36</td><td>5</td><td>10.00%</td><td>58.00%</td></tr> <tr><td>37</td><td>4</td><td>8.00%</td><td>66.00%</td></tr> <tr><td>38</td><td>2</td><td>4.00%</td><td>70.00%</td></tr> <tr><td>39</td><td>2</td><td>4.00%</td><td>74.00%</td></tr> <tr><td>40</td><td>5</td><td>10.00%</td><td>84.00%</td></tr> <tr><td>41</td><td>2</td><td>4.00%</td><td>88.00%</td></tr> <tr><td>42</td><td>2</td><td>4.00%</td><td>92.00%</td></tr> <tr><td>43</td><td>0</td><td>0.00%</td><td>92.00%</td></tr> <tr><td>44</td><td>1</td><td>2.00%</td><td>94.00%</td></tr> <tr><td>45</td><td>2</td><td>4.00%</td><td>98.00%</td></tr> <tr><td>46</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>47</td><td>1</td><td>2.00%</td><td>100.00%</td></tr> <tr><td>48</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>49</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>50</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>51</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>52</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>53</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>54</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr> <td>Totals:</td> <td>50</td> <td>100.00%</td> <td></td> </tr> </tbody> </table> | MPH | Frequency | Percent | Cumulative % | 10 | 0 | 0.00% | 0.00% | 11 | 0 | 0.00% | 0.00% | 12 | 0 | 0.00% | 0.00% | 13 | 0 | 0.00% | 0.00% | 14 | 0 | 0.00% | 0.00% | 15 | 0 | 0.00% | 0.00% | 16 | 0 | 0.00% | 0.00% | 17 | 0 | 0.00% | 0.00% | 18 | 0 | 0.00% | 0.00% | 19 | 0 | 0.00% | 0.00% | 20 | 0 | 0.00% | 0.00% | 21 | 0 | 0.00% | 0.00% | 22 | 0 | 0.00% | 0.00% | 23 | 0 | 0.00% | 0.00% | 24 | 0 | 0.00% | 0.00% | 25 | 0 | 0.00% | 0.00% | 26 | 0 | 0.00% | 0.00% | 27 | 0 | 0.00% | 0.00% | 28 | 1 | 2.00% | 2.00% | 29 | 0 | 0.00% | 2.00% | 30 | 2 | 4.00% | 6.00% | 31 | 5 | 10.00% | 16.00% | 32 | 4 | 8.00% | 24.00% | 33 | 5 | 10.00% | 34.00% | 34 | 1 | 2.00% | 36.00% | 35 | 6 | 12.00% | 48.00% | 36 | 5 | 10.00% | 58.00% | 37 | 4 | 8.00% | 66.00% | 38 | 2 | 4.00% | 70.00% | 39 | 2 | 4.00% | 74.00% | 40 | 5 | 10.00% | 84.00% | 41 | 2 | 4.00% | 88.00% | 42 | 2 | 4.00% | 92.00% | 43 | 0 | 0.00% | 92.00% | 44 | 1 | 2.00% | 94.00% | 45 | 2 | 4.00% | 98.00% | 46 | 0 | 0.00% | 98.00% | 47 | 1 | 2.00% | 100.00% | 48 | 0 | 0.00% | 100.00% | 49 | 0 | 0.00% | 100.00% | 50 | 0 | 0.00% | 100.00% | 51 | 0 | 0.00% | 100.00% | 52 | 0 | 0.00% | 100.00% | 53 | 0 | 0.00% | 100.00% | 54 | 0 | 0.00% | 100.00% | Totals: | 50 | 100.00% | |
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 11 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 1 | 2.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 0 | 0.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 2 | 4.00% | 6.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 5 | 10.00% | 16.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 4 | 8.00% | 24.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 5 | 10.00% | 34.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34 | 1 | 2.00% | 36.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 6 | 12.00% | 48.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 5 | 10.00% | 58.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 4 | 8.00% | 66.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 2 | 4.00% | 70.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 2 | 4.00% | 74.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 5 | 10.00% | 84.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 2 | 4.00% | 88.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 2 | 4.00% | 92.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0 | 0.00% | 92.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 1 | 2.00% | 94.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 2 | 4.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | 1 | 2.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 53 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals: | 50 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | |
|--|--|--|
| <p>Street: <u>Natividad Road</u> Direction: <u>SBD</u> Between: <u>E Bernal Dr & E Laurel Dr</u> Comments: <u>No. 47</u> Survey Location: <u>1 Lunsford Dr</u> Speed Limit: <u>40 MPH</u> Date: <u>05/28/25</u> Day: <u>Wednesday</u> Hours: From: <u>01:55</u> To: <u>02:28</u> Weather: <u>Cloudy</u> Observer(s): <u>Rodolfo C</u></p> | <p>Street: <u>Natividad Road</u> Direction: <u>SBD</u> Between: <u>E Bernal Dr & E Laurel Dr</u> Comments: <u>No. 47</u> Survey Location: <u>1 Lunsford Dr</u> Speed Limit: <u>40 MPH</u> Date: <u>05/28/25</u> Day: <u>Wednesday</u> Hours: From: <u>01:55</u> To: <u>02:28</u> Weather: <u>Cloudy</u> Observer(s): <u>Rodolfo C</u></p> | <p>Data Analysis:</p> <p>Time Mean Speed: <u>32.8 MPH</u> Sample Variance: <u>13.08</u> Standard Deviation: <u>3.6</u> Variance of the Mean: <u>0.2616</u> Standard Error of the Mean: <u>0.5</u> 10 MPH Pace: <u>28</u> To: <u>37 MPH</u> Percent in Pace: <u>86.0%</u> Vehicles in Pace: <u>43</u> 50th Percentile Speed: <u>33 MPH</u> 85th Percentile Speed: <u>36 MPH</u> 90th Percentile Speed: <u>37 MPH</u> 95th Percentile Speed: <u>38 MPH</u></p> |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals: 50 100.00% <u> </u></p> | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | |
|--|---|--------------------------------|
| <p>Street: <u>Natividad Road</u></p> <p>Between: <u>E Bernal Dr & E Laurel Dr</u></p> <p>Survey Location: <u>1 Lunsford Dr</u></p> <p>Speed Limit: <u>40 MPH</u></p> <p>Date: <u>05/28/25</u></p> <p>Hours: From: <u>01:55</u></p> <p>Weather: <u>Cloudy</u></p> <p>Observer(s): <u>Rodolfo C</u></p> | <p>Direction: <u>NBD/SBD</u></p> <p>Day: <u>Wednesday</u></p> <p>To: <u>02:28</u></p> | <p>Comments: <u>No. 47</u></p> |
| <p>Data Analysis:</p> <p>Time Mean Speed: <u>34.5 MPH</u></p> <p>Sample Variance: <u>19.10</u></p> <p>Standard Deviation: <u>4.4</u></p> <p>Variance of the Mean: <u>0.1910</u></p> <p>Standard Error of the Mean: <u>0.4</u></p> <p>10 MPH Pace: <u>28</u> To: <u>37 MPH</u></p> <p>Percent in Pace: <u>76.0%</u></p> <p>Vehicles in Pace: <u>76</u></p> <p>50th Percentile Speed: <u>34 MPH</u></p> <p>85th Percentile Speed: <u>39 MPH</u></p> <p>90th Percentile Speed: <u>40 MPH</u></p> <p>95th Percentile Speed: <u>42 MPH</u></p> | | |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals: <u>100</u></p> | <p>100.00%</p> | |

SITE CODE
417

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Natividad Rd. between E. Bernal Dr. and E. Laurel Dr.

DATE 05/28 DAY Wednesday

TIME 1:55 TO 2:28

OBSERVER Rodolfo C CALCULATED BY Rodolfo C WEATHER Cloudy

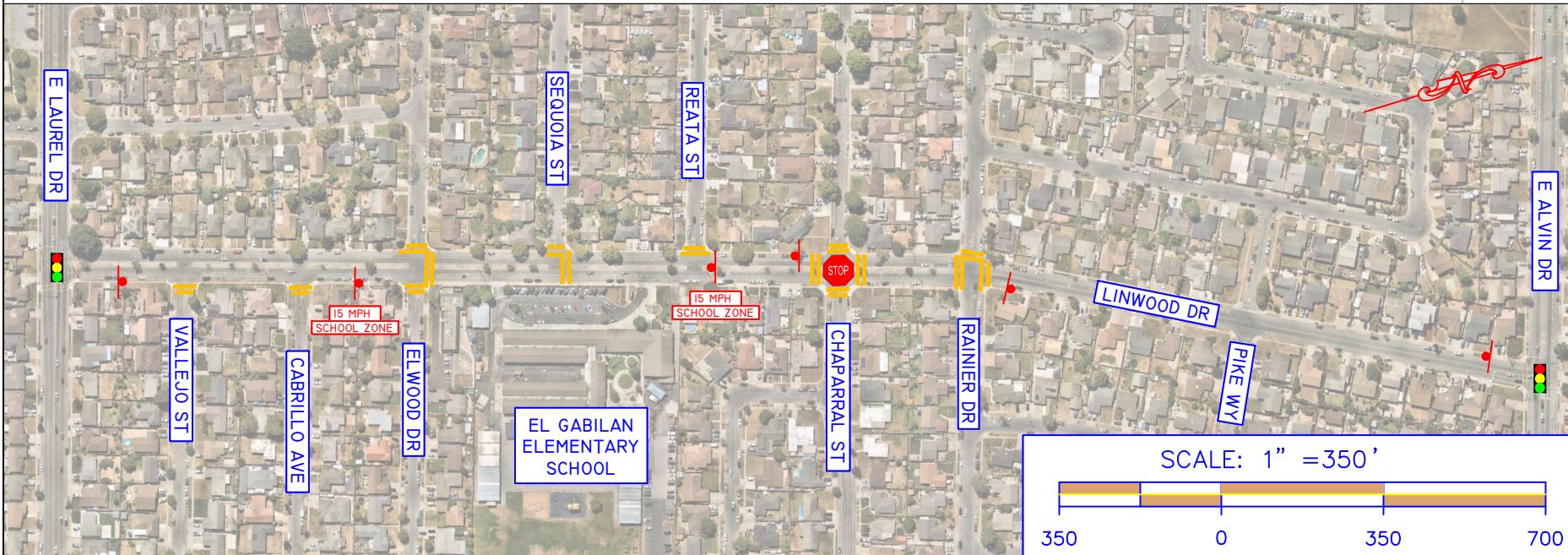
| Direction: <u>N.B. AWAY</u> | | | | |
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| MPH | Number of Vehicles | | | |
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| Direction: <u>S.B. CLOSE</u> | | | | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

STREET: **LINWOOD DRIVE**
BETWEEN: **E LAUREL DR & E ALVIN DR**
SURVEY DATE: **04/23/2025 (EXPIRES IN 2030)**

55



COMMENTS:

This segment of Linwood Drive is classified as collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and a school. Speed data collected April 23, 2025 revealed the 85th percentile speed of 34 mph. The 10 mph pace ranges from 27 mph to 36 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, and following the implementation of Assembly Bill No. 43, authorizing local authority to further reduce speed limits by 5 mph if the roadway is adjacent to high concentration of bicyclists and pedestrians, the existing posted speed limit of 25 mph should be established.

| AREA | DESCRIPTION | MAP SYMBOL | |
|--|---------------------------|--|--|
| Distance | Approximately 3,250 Feet | | |
| Vertical Alignment | Flat | | |
| Street Width | Varies (43 to 63 Feet) | | |
| No. Lanes and Median | 2-Lane Collector | | |
| Proposed Speed Zone | 25 MPH | | |
| 85 th Percentile Speed | 34 MPH | | |
| Traffic Volume (Date) | 5,739 (2025) | | |
| Accident Data (2 years) | 10 Collisions (2022-2023) | | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 3.88 Acc./MVM | | |
| | | ALL-WAY STOP SIGNAL SPEED LIMIT SIGN CITY LIMITS CROSSWALK SCHOOL CROSSWALK | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| Street: <u>Linwood Drive</u> Between: <u>E. Laurel Drive & E. Alvin Drive</u> Survey Location: <u>1434 Linwood Drive</u> Speed Limit: <u>25 MPH</u> Date: <u>04/23/25</u> Hours: <u>From: 04:16</u> Weather: <u>Sunny</u> Observer(s): <u>Sean L. & Eva H.</u> | Direction: <u>NBD</u> Comments: <u>No. 55</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MPH</th> <th>Frequency</th> <th>Percent</th> <th>Cumulative %</th> </tr> </thead> <tbody> <tr><td>10</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>11</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>12</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>13</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>14</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>15</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>16</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>17</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>18</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>19</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>20</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>21</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>22</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>23</td><td>1</td><td>2.00%</td><td>2.00%</td></tr> <tr><td>24</td><td>3</td><td>6.00%</td><td>8.00%</td></tr> <tr><td>25</td><td>1</td><td>2.00%</td><td>10.00%</td></tr> <tr><td>26</td><td>1</td><td>2.00%</td><td>12.00%</td></tr> <tr><td>27</td><td>7</td><td>14.00%</td><td>26.00%</td></tr> <tr><td>28</td><td>9</td><td>18.00%</td><td>44.00%</td></tr> <tr><td>29</td><td>2</td><td>4.00%</td><td>48.00%</td></tr> <tr><td>30</td><td>6</td><td>12.00%</td><td>60.00%</td></tr> <tr><td>31</td><td>5</td><td>10.00%</td><td>70.00%</td></tr> <tr><td>32</td><td>4</td><td>8.00%</td><td>78.00%</td></tr> <tr><td>33</td><td>2</td><td>4.00%</td><td>82.00%</td></tr> <tr><td>34</td><td>3</td><td>6.00%</td><td>88.00%</td></tr> <tr><td>35</td><td>2</td><td>4.00%</td><td>92.00%</td></tr> <tr><td>36</td><td>4</td><td>8.00%</td><td>100.00%</td></tr> <tr><td>37</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>38</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>39</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>40</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>41</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>42</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>43</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>44</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>45</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>46</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>47</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>48</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>49</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>50</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>51</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>52</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>53</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>54</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr> <td>Totals:</td> <td>50</td> <td>100.00%</td> <td></td> </tr> </tbody> </table> | | MPH | Frequency | Percent | Cumulative % | 10 | 0 | 0.00% | 0.00% | 11 | 0 | 0.00% | 0.00% | 12 | 0 | 0.00% | 0.00% | 13 | 0 | 0.00% | 0.00% | 14 | 0 | 0.00% | 0.00% | 15 | 0 | 0.00% | 0.00% | 16 | 0 | 0.00% | 0.00% | 17 | 0 | 0.00% | 0.00% | 18 | 0 | 0.00% | 0.00% | 19 | 0 | 0.00% | 0.00% | 20 | 0 | 0.00% | 0.00% | 21 | 0 | 0.00% | 0.00% | 22 | 0 | 0.00% | 0.00% | 23 | 1 | 2.00% | 2.00% | 24 | 3 | 6.00% | 8.00% | 25 | 1 | 2.00% | 10.00% | 26 | 1 | 2.00% | 12.00% | 27 | 7 | 14.00% | 26.00% | 28 | 9 | 18.00% | 44.00% | 29 | 2 | 4.00% | 48.00% | 30 | 6 | 12.00% | 60.00% | 31 | 5 | 10.00% | 70.00% | 32 | 4 | 8.00% | 78.00% | 33 | 2 | 4.00% | 82.00% | 34 | 3 | 6.00% | 88.00% | 35 | 2 | 4.00% | 92.00% | 36 | 4 | 8.00% | 100.00% | 37 | 0 | 0.00% | 100.00% | 38 | 0 | 0.00% | 100.00% | 39 | 0 | 0.00% | 100.00% | 40 | 0 | 0.00% | 100.00% | 41 | 0 | 0.00% | 100.00% | 42 | 0 | 0.00% | 100.00% | 43 | 0 | 0.00% | 100.00% | 44 | 0 | 0.00% | 100.00% | 45 | 0 | 0.00% | 100.00% | 46 | 0 | 0.00% | 100.00% | 47 | 0 | 0.00% | 100.00% | 48 | 0 | 0.00% | 100.00% | 49 | 0 | 0.00% | 100.00% | 50 | 0 | 0.00% | 100.00% | 51 | 0 | 0.00% | 100.00% | 52 | 0 | 0.00% | 100.00% | 53 | 0 | 0.00% | 100.00% | 54 | 0 | 0.00% | 100.00% | Totals: | 50 | 100.00% | |
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 12 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 21 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 1 | 2.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 3 | 6.00% | 8.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 1 | 2.00% | 10.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 1 | 2.00% | 12.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 7 | 14.00% | 26.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 9 | 18.00% | 44.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 2 | 4.00% | 48.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 6 | 12.00% | 60.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 5 | 10.00% | 70.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 4 | 8.00% | 78.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 2 | 4.00% | 82.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34 | 3 | 6.00% | 88.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 2 | 4.00% | 92.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 4 | 8.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals: | 50 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Data Analysis: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 45%;">Time Mean Speed:</td> <td style="width: 10%;"><u>29.8</u></td> <td style="width: 45%;">MPH</td> </tr> <tr> <td>Sample Variance:</td> <td><u>11.80</u></td> <td></td> </tr> <tr> <td>Standard Deviation:</td> <td><u>3.4</u></td> <td></td> </tr> <tr> <td>Variance of the Mean:</td> <td><u>0.2360</u></td> <td></td> </tr> <tr> <td>Standard Error of the Mean:</td> <td><u>0.5</u></td> <td></td> </tr> <tr> <td>10 MPH Pace:</td> <td><u>27</u></td> <td>To: <u>36</u> MPH</td> </tr> <tr> <td>Percent in Pace:</td> <td><u>88.0%</u></td> <td></td> </tr> <tr> <td>Vehicles in Pace:</td> <td><u>44</u></td> <td></td> </tr> <tr> <td>50th Percentile Speed:</td> <td><u>30</u></td> <td>MPH</td> </tr> <tr> <td>85th Percentile Speed:</td> <td><u>34</u></td> <td>MPH</td> </tr> <tr> <td>90th Percentile Speed:</td> <td><u>35</u></td> <td>MPH</td> </tr> <tr> <td>95th Percentile Speed:</td> <td><u>36</u></td> <td>MPH</td> </tr> </table> | | Time Mean Speed: | <u>29.8</u> | MPH | Sample Variance: | <u>11.80</u> | | Standard Deviation: | <u>3.4</u> | | Variance of the Mean: | <u>0.2360</u> | | Standard Error of the Mean: | <u>0.5</u> | | 10 MPH Pace: | <u>27</u> | To: <u>36</u> MPH | Percent in Pace: | <u>88.0%</u> | | Vehicles in Pace: | <u>44</u> | | 50th Percentile Speed: | <u>30</u> | MPH | 85th Percentile Speed: | <u>34</u> | MPH | 90th Percentile Speed: | <u>35</u> | MPH | 95th Percentile Speed: | <u>36</u> | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time Mean Speed: | <u>29.8</u> | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample Variance: | <u>11.80</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Deviation: | <u>3.4</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Variance of the Mean: | <u>0.2360</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Error of the Mean: | <u>0.5</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 MPH Pace: | <u>27</u> | To: <u>36</u> MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent in Pace: | <u>88.0%</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles in Pace: | <u>44</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50th Percentile Speed: | <u>30</u> | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85th Percentile Speed: | <u>34</u> | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90th Percentile Speed: | <u>35</u> | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95th Percentile Speed: | <u>36</u> | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative Frequency Distribution | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frequency Distribution | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | |
|---|---|--|
| <p>Street: <u>Linwood Drive</u> Direction: <u>SBD</u> Between: <u>E. Laurel Drive & E. Alvin Drive</u> Comments: <u>No. 55</u> Survey Location: <u>1434 Linwood Drive</u> Speed Limit: <u>25 MPH</u> Date: <u>04/23/25</u> Day: <u>Wednesday</u> Hours: From: <u>04:16</u> To: <u>04:32</u> Weather: <u>Sunny</u> Observer(s): <u>Sean L. & Eva H.</u></p> | <p>Street: <u>Linwood Drive</u> Direction: <u>SBD</u> Between: <u>E. Laurel Drive & E. Alvin Drive</u> Comments: <u>No. 55</u> Survey Location: <u>1434 Linwood Drive</u> Speed Limit: <u>25 MPH</u> Date: <u>04/23/25</u> Day: <u>Wednesday</u> Hours: From: <u>04:16</u> To: <u>04:32</u> Weather: <u>Sunny</u> Observer(s): <u>Sean L. & Eva H.</u></p> | <p>Data Analysis:</p> <p>Time Mean Speed: <u>29.7 MPH</u> Sample Variance: <u>12.07</u> Standard Deviation: <u>3.5</u> Variance of the Mean: <u>0.2414</u> Standard Error of the Mean: <u>0.5</u> 10 MPH Pace: <u>25</u> To: <u>34 MPH</u> Percent in Pace: <u>82.0%</u> Vehicles in Pace: <u>41</u> 50th Percentile Speed: <u>29 MPH</u> 85th Percentile Speed: <u>34 MPH</u> 90th Percentile Speed: <u>35 MPH</u> 95th Percentile Speed: <u>35 MPH</u></p> |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals: 50 100.00% <u></u></p> | | |



CITY OF SALINAS
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| <p>Street: <u>Linwood Drive</u> Direction: <u>NBD/SBD</u> Between: <u>E. Laurel Drive & E. Alvin Drive</u> Comments: <u>No. 55</u> Survey Location: <u>1434 Linwood Drive</u> Speed Limit: <u>25 MPH</u> Date: <u>04/23/25</u> Day: <u>Wednesday</u> Hours: From: <u>04:16</u> To: <u>04:32</u> Weather: <u>Sunny</u> Observer(s): <u>Sean L. & Eva H.</u></p> | <p>Data Analysis:</p> <p>Time Mean Speed: <u>29.8 MPH</u> Sample Variance: <u>11.82</u> Standard Deviation: <u>3.4</u> Variance of the Mean: <u>0.1182</u> Standard Error of the Mean: <u>0.3</u> 10 MPH Pace: <u>27</u> To: <u>36 MPH</u> Percent in Pace: <u>84.0%</u> Vehicles in Pace: <u>84</u> 50th Percentile Speed: <u>30 MPH</u> 85th Percentile Speed: <u>34 MPH</u> 90th Percentile Speed: <u>35 MPH</u> 95th Percentile Speed: <u>36 MPH</u></p> | <p>Cumulative Frequency Distribution</p> <p>Frequency Distribution</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--------------|--------------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|----|--------|--------|----|---|-------|--------|----|----|--------|--------|----|----|--------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|---------|-----|---------|--|
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MPH</th> <th>Frequency</th> <th>Percent</th> <th>Cumulative %</th> </tr> </thead> <tbody> <tr><td>10</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>11</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>12</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>13</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>14</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>15</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>16</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>17</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>18</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>19</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>20</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>21</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>22</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>23</td><td>1</td><td>1.00%</td><td>1.00%</td></tr> <tr><td>24</td><td>6</td><td>6.00%</td><td>7.00%</td></tr> <tr><td>25</td><td>6</td><td>6.00%</td><td>13.00%</td></tr> <tr><td>26</td><td>3</td><td>3.00%</td><td>16.00%</td></tr> <tr><td>27</td><td>9</td><td>9.00%</td><td>25.00%</td></tr> <tr><td>28</td><td>18</td><td>18.00%</td><td>43.00%</td></tr> <tr><td>29</td><td>6</td><td>6.00%</td><td>49.00%</td></tr> <tr><td>30</td><td>10</td><td>10.00%</td><td>59.00%</td></tr> <tr><td>31</td><td>11</td><td>11.00%</td><td>70.00%</td></tr> <tr><td>32</td><td>7</td><td>7.00%</td><td>77.00%</td></tr> <tr><td>33</td><td>4</td><td>4.00%</td><td>81.00%</td></tr> <tr><td>34</td><td>7</td><td>7.00%</td><td>88.00%</td></tr> <tr><td>35</td><td>6</td><td>6.00%</td><td>94.00%</td></tr> <tr><td>36</td><td>6</td><td>6.00%</td><td>100.00%</td></tr> <tr><td>37</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>38</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>39</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>40</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>41</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>42</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>43</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>44</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>45</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>46</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>47</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>48</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>49</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>50</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>51</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>52</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>53</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>54</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr> <td>Totals:</td> <td>100</td> <td>100.00%</td> <td></td> </tr> </tbody> </table> | MPH | Frequency | Percent | Cumulative % | 10 | 0 | 0.00% | 0.00% | 11 | 0 | 0.00% | 0.00% | 12 | 0 | 0.00% | 0.00% | 13 | 0 | 0.00% | 0.00% | 14 | 0 | 0.00% | 0.00% | 15 | 0 | 0.00% | 0.00% | 16 | 0 | 0.00% | 0.00% | 17 | 0 | 0.00% | 0.00% | 18 | 0 | 0.00% | 0.00% | 19 | 0 | 0.00% | 0.00% | 20 | 0 | 0.00% | 0.00% | 21 | 0 | 0.00% | 0.00% | 22 | 0 | 0.00% | 0.00% | 23 | 1 | 1.00% | 1.00% | 24 | 6 | 6.00% | 7.00% | 25 | 6 | 6.00% | 13.00% | 26 | 3 | 3.00% | 16.00% | 27 | 9 | 9.00% | 25.00% | 28 | 18 | 18.00% | 43.00% | 29 | 6 | 6.00% | 49.00% | 30 | 10 | 10.00% | 59.00% | 31 | 11 | 11.00% | 70.00% | 32 | 7 | 7.00% | 77.00% | 33 | 4 | 4.00% | 81.00% | 34 | 7 | 7.00% | 88.00% | 35 | 6 | 6.00% | 94.00% | 36 | 6 | 6.00% | 100.00% | 37 | 0 | 0.00% | 100.00% | 38 | 0 | 0.00% | 100.00% | 39 | 0 | 0.00% | 100.00% | 40 | 0 | 0.00% | 100.00% | 41 | 0 | 0.00% | 100.00% | 42 | 0 | 0.00% | 100.00% | 43 | 0 | 0.00% | 100.00% | 44 | 0 | 0.00% | 100.00% | 45 | 0 | 0.00% | 100.00% | 46 | 0 | 0.00% | 100.00% | 47 | 0 | 0.00% | 100.00% | 48 | 0 | 0.00% | 100.00% | 49 | 0 | 0.00% | 100.00% | 50 | 0 | 0.00% | 100.00% | 51 | 0 | 0.00% | 100.00% | 52 | 0 | 0.00% | 100.00% | 53 | 0 | 0.00% | 100.00% | 54 | 0 | 0.00% | 100.00% | Totals: | 100 | 100.00% | |
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 12 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 16 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 1 | 1.00% | 1.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 6 | 6.00% | 7.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 6 | 6.00% | 13.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 3 | 3.00% | 16.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 9 | 9.00% | 25.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 18 | 18.00% | 43.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 6 | 6.00% | 49.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 10 | 10.00% | 59.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 11 | 11.00% | 70.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 7 | 7.00% | 77.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 4 | 4.00% | 81.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34 | 7 | 7.00% | 88.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 6 | 6.00% | 94.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 6 | 6.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Totals: | 100 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SITE CODE
55

SPEED SURVEY FIELD SHEET
CITY OF SALINAS

LOCATION Linwood Dr. between E. Laurel Dr. and E. Alvin Dr.
DATE 04/23/25 DAY WEDNESDAY TIME 4:16 TO 4:32
OBSERVER SEAN L. CALCULATED BY anway WEATHER Sunny

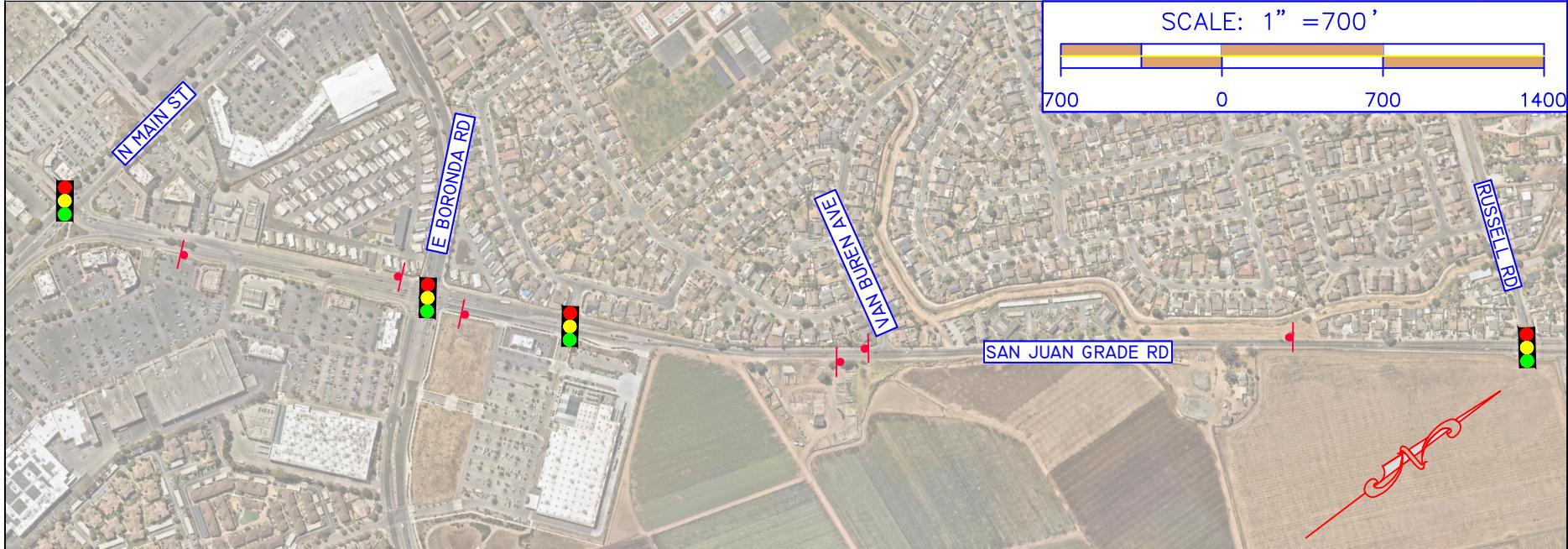
| MPH | Number of Vehicles | | | |
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| MPH | Number of Vehicles | | | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

STREET: **SAN JUAN GRADE ROAD**
BETWEEN: **N MAIN ST & RUSSELL RD**
SURVEY DATE: **04/08/2025 (EXPIRES IN 2030)**

63



COMMENTS:

This segment of San Juan Grade Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes backing and fronting residential homes, retail, office, and agricultural use. Speed data collected on April 8, 2025, revealed the 85th percentile speed of 49 mph. The 10 mph pace ranges from 37 mph to 46 mph and suggests that the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 45 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|---|--------------------------|------------|
| Distance | Approximately 6,450 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (40 to 80 Feet) | |
| No. Lanes and Median | 2/4-Lane Major Arterial | |
| Proposed Speed Zone | 45 MPH | |
| 85th Percentile Speed | 49 MPH | |
| Traffic Volume (Date) | 7,400 (2024) | |
| Accident Data (2 years) | 8 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 1.21 Acc./MVM | |
| <p>REGISTERED PROFESSIONAL ENGINEER ADRIANA ROBLES Adriana Robles NO. 69142 CIVIL STATE OF CALIFORNIA</p> | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| <p>Street: <u>San Juan Grade Road</u> Direction: <u>NBD</u></p> <p>Between: <u>N. Main Street and Russel Road</u> Comments: <u>No. 63</u></p> <p>Survey Location: <u>San Juan Grade @ Van Buren Ave</u></p> <p>Speed Limit: <u>45 MPH</u></p> <p>Date: <u>04/08/25</u> Day: <u>Tuesday</u></p> <p>Hours: From: <u>02:52</u> To: <u>03:27</u></p> <p>Weather: <u>Clear</u></p> <p>Observer(s): <u>Alejandro M.</u></p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MPH</th> <th>Frequency</th> <th>Percent</th> <th>Cumulative %</th> </tr> </thead> <tbody> <tr><td>30</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>31</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>32</td><td>1</td><td>2.00%</td><td>2.00%</td></tr> <tr><td>33</td><td>0</td><td>0.00%</td><td>2.00%</td></tr> <tr><td>34</td><td>0</td><td>0.00%</td><td>2.00%</td></tr> <tr><td>35</td><td>1</td><td>2.00%</td><td>4.00%</td></tr> <tr><td>36</td><td>3</td><td>6.00%</td><td>10.00%</td></tr> <tr><td>37</td><td>1</td><td>2.00%</td><td>12.00%</td></tr> <tr><td>38</td><td>4</td><td>8.00%</td><td>20.00%</td></tr> <tr><td>39</td><td>0</td><td>0.00%</td><td>20.00%</td></tr> <tr><td>40</td><td>2</td><td>4.00%</td><td>24.00%</td></tr> <tr><td>41</td><td>1</td><td>2.00%</td><td>26.00%</td></tr> <tr><td>42</td><td>3</td><td>6.00%</td><td>32.00%</td></tr> <tr><td>43</td><td>5</td><td>10.00%</td><td>42.00%</td></tr> <tr><td>44</td><td>5</td><td>10.00%</td><td>52.00%</td></tr> <tr><td>45</td><td>2</td><td>4.00%</td><td>56.00%</td></tr> <tr><td>46</td><td>6</td><td>12.00%</td><td>68.00%</td></tr> <tr><td>47</td><td>2</td><td>4.00%</td><td>72.00%</td></tr> <tr><td>48</td><td>2</td><td>4.00%</td><td>76.00%</td></tr> <tr><td>49</td><td>2</td><td>4.00%</td><td>80.00%</td></tr> <tr><td>50</td><td>2</td><td>4.00%</td><td>84.00%</td></tr> <tr><td>51</td><td>1</td><td>2.00%</td><td>86.00%</td></tr> <tr><td>52</td><td>2</td><td>4.00%</td><td>90.00%</td></tr> <tr><td>53</td><td>1</td><td>2.00%</td><td>92.00%</td></tr> <tr><td>54</td><td>1</td><td>2.00%</td><td>94.00%</td></tr> <tr><td>55</td><td>1</td><td>2.00%</td><td>96.00%</td></tr> <tr><td>56</td><td>1</td><td>2.00%</td><td>98.00%</td></tr> <tr><td>57</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>58</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>59</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>60</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>61</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>62</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>63</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>64</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>65</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>66</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>67</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>68</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>69</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>70</td><td>1</td><td>2.00%</td><td>100.00%</td></tr> <tr><td>71</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>72</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>73</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>74</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr> <td>Totals:</td> <td>50</td> <td>100.00%</td> <td></td> </tr> </tbody> </table> | MPH | Frequency | Percent | Cumulative % | 30 | 0 | 0.00% | 0.00% | 31 | 0 | 0.00% | 0.00% | 32 | 1 | 2.00% | 2.00% | 33 | 0 | 0.00% | 2.00% | 34 | 0 | 0.00% | 2.00% | 35 | 1 | 2.00% | 4.00% | 36 | 3 | 6.00% | 10.00% | 37 | 1 | 2.00% | 12.00% | 38 | 4 | 8.00% | 20.00% | 39 | 0 | 0.00% | 20.00% | 40 | 2 | 4.00% | 24.00% | 41 | 1 | 2.00% | 26.00% | 42 | 3 | 6.00% | 32.00% | 43 | 5 | 10.00% | 42.00% | 44 | 5 | 10.00% | 52.00% | 45 | 2 | 4.00% | 56.00% | 46 | 6 | 12.00% | 68.00% | 47 | 2 | 4.00% | 72.00% | 48 | 2 | 4.00% | 76.00% | 49 | 2 | 4.00% | 80.00% | 50 | 2 | 4.00% | 84.00% | 51 | 1 | 2.00% | 86.00% | 52 | 2 | 4.00% | 90.00% | 53 | 1 | 2.00% | 92.00% | 54 | 1 | 2.00% | 94.00% | 55 | 1 | 2.00% | 96.00% | 56 | 1 | 2.00% | 98.00% | 57 | 0 | 0.00% | 98.00% | 58 | 0 | 0.00% | 98.00% | 59 | 0 | 0.00% | 98.00% | 60 | 0 | 0.00% | 98.00% | 61 | 0 | 0.00% | 98.00% | 62 | 0 | 0.00% | 98.00% | 63 | 0 | 0.00% | 98.00% | 64 | 0 | 0.00% | 98.00% | 65 | 0 | 0.00% | 98.00% | 66 | 0 | 0.00% | 98.00% | 67 | 0 | 0.00% | 98.00% | 68 | 0 | 0.00% | 98.00% | 69 | 0 | 0.00% | 98.00% | 70 | 1 | 2.00% | 100.00% | 71 | 0 | 0.00% | 100.00% | 72 | 0 | 0.00% | 100.00% | 73 | 0 | 0.00% | 100.00% | 74 | 0 | 0.00% | 100.00% | Totals: | 50 | 100.00% | | <p>Data Analysis:</p> <p>Time Mean Speed: <u>44.9 MPH</u> Sample Variance: <u>43.43</u> Standard Deviation: <u>6.6</u> Variance of the Mean: <u>0.8686</u> Standard Error of the Mean: <u>0.9</u> 10 MPH Pace: <u>38</u> To: <u>47 MPH</u> Percent in Pace: <u>60.0%</u> Vehicles in Pace: <u>30</u> 50th Percentile Speed: <u>44 MPH</u> 85th Percentile Speed: <u>51 MPH</u> 90th Percentile Speed: <u>52 MPH</u> 95th Percentile Speed: <u>55 MPH</u></p> |
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 1 | 2.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 0 | 0.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 35 | 1 | 2.00% | 4.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 3 | 6.00% | 10.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 1 | 2.00% | 12.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 4 | 8.00% | 20.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 0 | 0.00% | 20.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 2 | 4.00% | 24.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 1 | 2.00% | 26.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 3 | 6.00% | 32.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 5 | 10.00% | 42.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 5 | 10.00% | 52.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 2 | 4.00% | 56.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 6 | 12.00% | 68.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | 2 | 4.00% | 72.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 2 | 4.00% | 76.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | 2 | 4.00% | 80.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 2 | 4.00% | 84.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 1 | 2.00% | 86.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52 | 2 | 4.00% | 90.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | 1 | 2.00% | 92.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | 1 | 2.00% | 94.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | 1 | 2.00% | 96.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56 | 1 | 2.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70 | 1 | 2.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 72 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 73 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals: | 50 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Cumulative Frequency Distribution</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Frequency Distribution</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | |
|---|---|--------------------------------|
| <p>Street: <u>San Juan Grade Road</u></p> <p>Between: <u>N. Main Street and Russel Road</u></p> <p>Survey Location: <u>San Juan Grade @ Van Buren Ave</u></p> <p>Speed Limit: <u>45 MPH</u></p> <p>Date: <u>04/08/25</u></p> <p>Hours: From: <u>02:52</u></p> <p>Weather: <u>Clear</u></p> <p>Observer(s): <u>Alejandro M.</u></p> | <p>Direction: <u>SBD</u></p> <p>Day: <u>Tuesday</u></p> <p>To: <u>03:27</u></p> | <p>Comments: <u>No. 63</u></p> |
| Data Analysis: | | |
| <p>Time Mean Speed: <u>43.6 MPH</u></p> <p>Sample Variance: <u>30.77</u></p> <p>Standard Deviation: <u>5.5</u></p> <p>Variance of the Mean: <u>0.6154</u></p> <p>Standard Error of the Mean: <u>0.8</u></p> <p>10 MPH Pace: <u>37</u> To: <u>46 MPH</u></p> <p>Percent in Pace: <u>66.0%</u></p> <p>Vehicles in Pace: <u>33</u></p> <p>50th Percentile Speed: <u>44 MPH</u></p> <p>85th Percentile Speed: <u>49 MPH</u></p> <p>90th Percentile Speed: <u>49 MPH</u></p> <p>95th Percentile Speed: <u>52 MPH</u></p> | | |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals: <u>50</u> 100.00%</p> | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--------------------------------|---------|--------------|---------------------------|--------------------------------|
| Street: | San Juan Grade Road | | | Direction: <u>NBD/SBD</u> | Comments: No. 63 |
| Between: | N. Main Street and Russel Road | | | | |
| Survey Location: | San Juan Grade @ Van Buren Ave | | | | |
| Speed Limit: | 45 MPH | | | | |
| Date: | 04/08/25 | | | Day: <u>Tuesday</u> | |
| Hours: From: | 02:52 | | | To: <u>03:27</u> | |
| Weather: | Clear | | | | |
| Observer(s): | Alejandro M. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 30 | 1 | 1.00% | 1.00% | | |
| 31 | 0 | 0.00% | 1.00% | | |
| 32 | 1 | 1.00% | 2.00% | | |
| 33 | 0 | 0.00% | 2.00% | | |
| 34 | 1 | 1.00% | 3.00% | | |
| 35 | 2 | 2.00% | 5.00% | | |
| 36 | 4 | 4.00% | 9.00% | | |
| 37 | 4 | 4.00% | 13.00% | | |
| 38 | 5 | 5.00% | 18.00% | | |
| 39 | 5 | 5.00% | 23.00% | | |
| 40 | 4 | 4.00% | 27.00% | | |
| 41 | 3 | 3.00% | 30.00% | | |
| 42 | 4 | 4.00% | 34.00% | | |
| 43 | 11 | 11.00% | 45.00% | | |
| 44 | 11 | 11.00% | 56.00% | | |
| 45 | 4 | 4.00% | 60.00% | | |
| 46 | 11 | 11.00% | 71.00% | | |
| 47 | 2 | 2.00% | 73.00% | | |
| 48 | 6 | 6.00% | 79.00% | | |
| 49 | 6 | 6.00% | 85.00% | | |
| 50 | 3 | 3.00% | 88.00% | | |
| 51 | 1 | 1.00% | 89.00% | | |
| 52 | 4 | 4.00% | 93.00% | | |
| 53 | 1 | 1.00% | 94.00% | | |
| 54 | 2 | 2.00% | 96.00% | | |
| 55 | 1 | 1.00% | 97.00% | | |
| 56 | 1 | 1.00% | 98.00% | | |
| 57 | 0 | 0.00% | 98.00% | | |
| 58 | 0 | 0.00% | 98.00% | | |
| 59 | 0 | 0.00% | 98.00% | | |
| 60 | 1 | 1.00% | 99.00% | | |
| 61 | 0 | 0.00% | 99.00% | | |
| 62 | 0 | 0.00% | 99.00% | | |
| 63 | 0 | 0.00% | 99.00% | | |
| 64 | 0 | 0.00% | 99.00% | | |
| 65 | 0 | 0.00% | 99.00% | | |
| 66 | 0 | 0.00% | 99.00% | | |
| 67 | 0 | 0.00% | 99.00% | | |
| 68 | 0 | 0.00% | 99.00% | | |
| 69 | 0 | 0.00% | 99.00% | | |
| 70 | 1 | 1.00% | 100.00% | | |
| 71 | 0 | 0.00% | 100.00% | | |
| 72 | 0 | 0.00% | 100.00% | | |
| 73 | 0 | 0.00% | 100.00% | | |
| 74 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SITE CODE
63

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION San Juan Grade Rd. between N. Main St. and Russell Rd.

DATE 4/8/25 DAY Tuesday

TIME 2:52 TO 3:27

OBSERVER Alejandro M. CALCULATED BY Alejandro M. WEATHER Clear

| Direction: | <u>E.B. N.B.</u> | | | |
|------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
| 68 | | | | |
| 67 | | | | |
| 66 | | | | |
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| 56 | X | | | |
| 55 | X | | | |
| 54 | X | | | |
| 53 | X | | | |
| 52 | X | | | |
| 51 | X | | | |
| 50 | X | | | |
| 49 | X | | | |
| 48 | X | | | |
| 47 | X | | | |
| 46 | X | X | X | X |
| 45 | X | | | |
| 44 | X | X | X | X |
| 43 | X | X | X | X |
| 42 | X | X | X | X |
| 41 | X | | | |
| 40 | X | | | |
| 39 | X | | | |
| 38 | X | X | X | X |
| 37 | X | | | |
| 36 | X | | | |
| 35 | X | | | |
| 34 | X | | | |
| 33 | X | | | |
| 32 | X | | | |
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| 11 | | | | |
| 10 | | | | |

| Direction: | <u>W.B. S.B.</u> | | | |
|------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
| 68 | | | | |
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| 49 | X | | X | X |
| 48 | X | X | X | X |
| 47 | | | | |
| 46 | X | X | X | X |
| 45 | X | | | |
| 44 | X | X | X | X |
| 43 | X | X | X | X |
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| 39 | | X | X | X |
| 38 | | X | | |
| 37 | | X | | |
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1144

1144

**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: NAVAJO DRIVE
BETWEEN: ADAMS ST & N MAIN ST
SURVEY DATE: 04/18/2025 (EXPIRES 2030)**

109



COMMENTS:

This segment of Navajo Drive is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and retail use. Speed data collected on April 18, 2025, revealed the 85th percentile speed of 31 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speed rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 3,400 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (34 to 40 Feet) | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 25 MPH | |
| 85th Percentile Speed | 31 MPH | |
| Traffic Volume (Date) | 1,511 (2024) | |
| Accident Data (2 years) | 4 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 5.58 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|-----------------------------------|------------------|-----------------------|--------------------------|
| Street: | Navajo Drive | | Direction: <u>WBD</u> | Comments: No. 109 |
| Between: | Adams Street & N Main Street | | | |
| Survey Location: | N First Street btwn Mohawk Avenue | | | |
| Speed Limit: | 25 MPH | | | |
| Date: | 04/18/25 | | Day: <u>Friday</u> | |
| Hours: | From: <u>04:00</u> | To: <u>04:48</u> | | |
| Weather: | Sunny | | | |
| Observer(s): | Sean L. & Eva H. | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 10 | 0 | 0.00% | 0.00% | |
| 11 | 0 | 0.00% | 0.00% | |
| 12 | 0 | 0.00% | 0.00% | |
| 13 | 0 | 0.00% | 0.00% | |
| 14 | 0 | 0.00% | 0.00% | |
| 15 | 0 | 0.00% | 0.00% | |
| 16 | 0 | 0.00% | 0.00% | |
| 17 | 0 | 0.00% | 0.00% | |
| 18 | 0 | 0.00% | 0.00% | |
| 19 | 0 | 0.00% | 0.00% | |
| 20 | 0 | 0.00% | 0.00% | |
| 21 | 2 | 4.00% | 4.00% | |
| 22 | 3 | 6.00% | 10.00% | |
| 23 | 4 | 8.00% | 18.00% | |
| 24 | 5 | 10.00% | 28.00% | |
| 25 | 6 | 12.00% | 40.00% | |
| 26 | 3 | 6.00% | 46.00% | |
| 27 | 3 | 6.00% | 52.00% | |
| 28 | 6 | 12.00% | 64.00% | |
| 29 | 6 | 12.00% | 76.00% | |
| 30 | 3 | 6.00% | 82.00% | |
| 31 | 5 | 10.00% | 92.00% | |
| 32 | 2 | 4.00% | 96.00% | |
| 33 | 2 | 4.00% | 100.00% | |
| 34 | 0 | 0.00% | 100.00% | |
| 35 | 0 | 0.00% | 100.00% | |
| 36 | 0 | 0.00% | 100.00% | |
| 37 | 0 | 0.00% | 100.00% | |
| 38 | 0 | 0.00% | 100.00% | |
| 39 | 0 | 0.00% | 100.00% | |
| 40 | 0 | 0.00% | 100.00% | |
| 41 | 0 | 0.00% | 100.00% | |
| 42 | 0 | 0.00% | 100.00% | |
| 43 | 0 | 0.00% | 100.00% | |
| 44 | 0 | 0.00% | 100.00% | |
| 45 | 0 | 0.00% | 100.00% | |
| 46 | 0 | 0.00% | 100.00% | |
| 47 | 0 | 0.00% | 100.00% | |
| 48 | 0 | 0.00% | 100.00% | |
| 49 | 0 | 0.00% | 100.00% | |
| 50 | 0 | 0.00% | 100.00% | |
| 51 | 0 | 0.00% | 100.00% | |
| 52 | 0 | 0.00% | 100.00% | |
| 53 | 0 | 0.00% | 100.00% | |
| 54 | 0 | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |

Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|-----------------------------------|---------|------------------|--|--|
| Street: | Navajo Drive | | | Direction: <u>EBD</u> | Comments: No. 109 |
| Between: | Adams Street & N Main Street | | | | |
| Survey Location: | N First Street btwn Mohawk Avenue | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 04/18/25 | | | Day: <u>Friday</u> | |
| Hours: | From: <u>04:00</u> | | To: <u>04:48</u> | | |
| Weather: | Sunny | | | | |
| Observer(s): | Sean L. & Eva H. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>27.4</u> MPH | |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: <u>9.03</u> | |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: <u>3.0</u> | |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: <u>0.1806</u> | |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: <u>0.4</u> | |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: <u>23</u> To: <u>32</u> MPH | |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: <u>94.0%</u> | |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: <u>47</u> | |
| 18 | 0 | 0.00% | 0.00% | 50th Percentile Speed: <u>27</u> MPH | |
| 19 | 0 | 0.00% | 0.00% | 85th Percentile Speed: <u>31</u> MPH | |
| 20 | 0 | 0.00% | 0.00% | 90th Percentile Speed: <u>31</u> MPH | |
| 21 | 0 | 0.00% | 0.00% | 95th Percentile Speed: <u>33</u> MPH | |
| 22 | 0 | 0.00% | 0.00% | | |
| 23 | 6 | 12.00% | 12.00% | Cumulative Frequency Distribution | |
| 24 | 5 | 10.00% | 22.00% | Cumulative Frequency | Spot Speed MPH |
| 25 | 4 | 8.00% | 30.00% | 110% | 10 13 16 19 22 25 28 31 34 37 40 43 46 49 52 |
| 26 | 5 | 10.00% | 40.00% | 100% | |
| 27 | 5 | 10.00% | 50.00% | 90% | |
| 28 | 6 | 12.00% | 62.00% | 80% | |
| 29 | 7 | 14.00% | 76.00% | 70% | |
| 30 | 2 | 4.00% | 80.00% | 60% | |
| 31 | 5 | 10.00% | 90.00% | 50% | |
| 32 | 2 | 4.00% | 94.00% | 40% | |
| 33 | 3 | 6.00% | 100.00% | 30% | |
| 34 | 0 | 0.00% | 100.00% | 20% | |
| 35 | 0 | 0.00% | 100.00% | 10% | |
| 36 | 0 | 0.00% | 100.00% | 0% | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Frequency Distribution

| Spot Speed (MPH) | Frequency |
|------------------|-----------|
| 22 | 0 |
| 23 | 6 |
| 24 | 5 |
| 25 | 4 |
| 26 | 5 |
| 27 | 5 |
| 28 | 6 |
| 29 | 7 |
| 30 | 2 |
| 31 | 5 |
| 32 | 2 |
| 33 | 3 |
| 34 | 0 |
| 35 | 0 |
| 36 | 0 |
| 37 | 0 |
| 38 | 0 |
| 39 | 0 |
| 40 | 0 |
| 41 | 0 |
| 42 | 0 |
| 43 | 0 |
| 44 | 0 |
| 45 | 0 |
| 46 | 0 |
| 47 | 0 |
| 48 | 0 |
| 49 | 0 |
| 50 | 0 |
| 51 | 0 |
| 52 | 0 |

Cumulative Frequency Distribution

| Spot Speed (MPH) | Cumulative Frequency (%) |
|------------------|--------------------------|
| 22 | 0% |
| 23 | 12% |
| 24 | 22% |
| 25 | 30% |
| 26 | 40% |
| 27 | 50% |
| 28 | 62% |
| 29 | 76% |
| 30 | 80% |
| 31 | 88% |
| 32 | 94% |
| 33 | 97% |
| 34 | 99% |
| 35 | 100% |
| 36 | 100% |
| 37 | 100% |
| 38 | 100% |
| 39 | 100% |
| 40 | 100% |
| 41 | 100% |
| 42 | 100% |
| 43 | 100% |
| 44 | 100% |
| 45 | 100% |
| 46 | 100% |
| 47 | 100% |
| 48 | 100% |
| 49 | 100% |
| 50 | 100% |
| 51 | 100% |
| 52 | 100% |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--|------------------|--------------|---------------------------|--------------------------|
| Street: | Navajo Drive | | | Direction: <u>WBD/EBD</u> | Comments: <u>No. 109</u> |
| Between: | <u>Adams Street & N Main Street</u> | | | | |
| Survey Location: | <u>N First Street btwn Mohawk Avenue</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/18/25</u> | | Day: | <u>Friday</u> | |
| Hours: | From: <u>04:00</u> | To: <u>04:48</u> | | | |
| Weather: | <u>Sunny</u> | | | | |
| Observer(s): | <u>Sean L. & Eva H.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | <u>0</u> | 0.00% | 0.00% | | |
| 11 | <u>0</u> | 0.00% | 0.00% | | |
| 12 | <u>0</u> | 0.00% | 0.00% | | |
| 13 | <u>0</u> | 0.00% | 0.00% | | |
| 14 | <u>0</u> | 0.00% | 0.00% | | |
| 15 | <u>0</u> | 0.00% | 0.00% | | |
| 16 | <u>0</u> | 0.00% | 0.00% | | |
| 17 | <u>0</u> | 0.00% | 0.00% | | |
| 18 | <u>0</u> | 0.00% | 0.00% | | |
| 19 | <u>0</u> | 0.00% | 0.00% | | |
| 20 | <u>0</u> | 0.00% | 0.00% | | |
| 21 | <u>2</u> | 2.00% | 2.00% | | |
| 22 | <u>3</u> | 3.00% | 5.00% | | |
| 23 | <u>10</u> | 10.00% | 15.00% | | |
| 24 | <u>10</u> | 10.00% | 25.00% | | |
| 25 | <u>10</u> | 10.00% | 35.00% | | |
| 26 | <u>8</u> | 8.00% | 43.00% | | |
| 27 | <u>8</u> | 8.00% | 51.00% | | |
| 28 | <u>12</u> | 12.00% | 63.00% | | |
| 29 | <u>13</u> | 13.00% | 76.00% | | |
| 30 | <u>5</u> | 5.00% | 81.00% | | |
| 31 | <u>10</u> | 10.00% | 91.00% | | |
| 32 | <u>4</u> | 4.00% | 95.00% | | |
| 33 | <u>5</u> | 5.00% | 100.00% | | |
| 34 | <u>0</u> | 0.00% | 100.00% | | |
| 35 | <u>0</u> | 0.00% | 100.00% | | |
| 36 | <u>0</u> | 0.00% | 100.00% | | |
| 37 | <u>0</u> | 0.00% | 100.00% | | |
| 38 | <u>0</u> | 0.00% | 100.00% | | |
| 39 | <u>0</u> | 0.00% | 100.00% | | |
| 40 | <u>0</u> | 0.00% | 100.00% | | |
| 41 | <u>0</u> | 0.00% | 100.00% | | |
| 42 | <u>0</u> | 0.00% | 100.00% | | |
| 43 | <u>0</u> | 0.00% | 100.00% | | |
| 44 | <u>0</u> | 0.00% | 100.00% | | |
| 45 | <u>0</u> | 0.00% | 100.00% | | |
| 46 | <u>0</u> | 0.00% | 100.00% | | |
| 47 | <u>0</u> | 0.00% | 100.00% | | |
| 48 | <u>0</u> | 0.00% | 100.00% | | |
| 49 | <u>0</u> | 0.00% | 100.00% | | |
| 50 | <u>0</u> | 0.00% | 100.00% | | |
| 51 | <u>0</u> | 0.00% | 100.00% | | |
| 52 | <u>0</u> | 0.00% | 100.00% | | |
| 53 | <u>0</u> | 0.00% | 100.00% | | |
| 54 | <u>0</u> | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Time Mean Speed: 27.2 MPH

Sample Variance: 10.01

Standard Deviation: 3.2

Variance of the Mean: 0.1001

Standard Error of the Mean: 0.3

10 MPH Pace: 23 To: 32 MPH

Percent in Pace: 90.0%

Vehicles in Pace: 90

50th Percentile Speed: 27 MPH

85th Percentile Speed: 31 MPH

90th Percentile Speed: 31 MPH

95th Percentile Speed: 32 MPH

Cumulative Frequency Distribution

Cumulative Frequency Distribution

Frequency Distribution

Frequency Distribution

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

SITE CODE

109

LOCATION Navajo Dr. Between Adams St & N. Main StDATE 04/18 DAY FridayTIME 4:00 TO 4:48OBSERVER SEAN L. CALCULATED BY EVAWEATHER Sunny

evening

Direction: EB

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
| 68 | | | | |
| 67 | | | | |
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| 10 | | | | |

away

Direction: WB

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
| 68 | | | | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: VILLA STREET
BETWEEN: W MARKET ST & CENTRAL AVE
SURVEY DATE: 05/20/2025 (EXPIRES IN 2030)**

110



COMMENTS:

This segment of Villa Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, park, and a school. Speed data collected on May 20, 2025 revealed the 85th percentile speed of 26 mph. The 10 mph pace ranges from 18 mph to 27 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 2,400 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 34 Feet | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 25 MPH | |
| 85th Percentile Speed | 26 MPH | |
| Traffic Volume (Date) | 2,362 (2025) | |
| Accident Data (2 years) | 1 Collision (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 1.29 Acc./MVM | |
| | | |



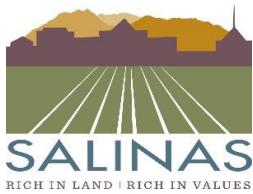
CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| <p>Street: <u>Villa Street</u> Direction: <u>NBD</u> Between: <u>Central Avenue & W Market Street</u> Comments: <u>No. 110</u> Survey Location: <u>46 Villa Street</u> Speed Limit: <u>25 MPH</u> Date: <u>05/20/25</u> Day: <u>Tuesday</u> Hours: From: <u>11:13</u> To: <u>01:02</u> Weather: <u>Sunny</u> Observer(s): <u>Rodolfo C</u></p> | <p> </p> | <p style="text-align: center;">Data Analysis:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">Time Mean Speed:</td> <td style="width: 20%; text-align: right;"><u>22.0</u></td> <td style="width: 40%;">MPH</td> </tr> <tr> <td>Sample Variance:</td> <td colspan="2" style="text-align: right;"><u>13.22</u></td> </tr> <tr> <td>Standard Deviation:</td> <td colspan="2" style="text-align: right;"><u>3.6</u></td> </tr> <tr> <td>Variance of the Mean:</td> <td colspan="2" style="text-align: right;"><u>0.2644</u></td> </tr> <tr> <td>Standard Error of the Mean:</td> <td colspan="2" style="text-align: right;"><u>0.5</u></td> </tr> <tr> <td>10 MPH Pace:</td> <td style="text-align: right;"><u>18</u></td> <td>To: <u>27</u> MPH</td> </tr> <tr> <td>Percent in Pace:</td> <td colspan="2" style="text-align: right;"><u>94.0%</u></td> </tr> <tr> <td>Vehicles in Pace:</td> <td colspan="2" style="text-align: right;"><u>47</u></td> </tr> <tr> <td>50th Percentile Speed:</td> <td colspan="2" style="text-align: right;"><u>21</u> MPH</td> </tr> <tr> <td>85th Percentile Speed:</td> <td colspan="2" style="text-align: right;"><u>25</u> MPH</td> </tr> <tr> <td>90th Percentile Speed:</td> <td colspan="2" style="text-align: right;"><u>26</u> MPH</td> </tr> <tr> <td>95th Percentile Speed:</td> <td colspan="2" style="text-align: right;"><u>28</u> MPH</td> </tr> </table> | Time Mean Speed: | <u>22.0</u> | MPH | Sample Variance: | <u>13.22</u> | | Standard Deviation: | <u>3.6</u> | | Variance of the Mean: | <u>0.2644</u> | | Standard Error of the Mean: | <u>0.5</u> | | 10 MPH Pace: | <u>18</u> | To: <u>27</u> MPH | Percent in Pace: | <u>94.0%</u> | | Vehicles in Pace: | <u>47</u> | | 50th Percentile Speed: | <u>21</u> MPH | | 85th Percentile Speed: | <u>25</u> MPH | | 90th Percentile Speed: | <u>26</u> MPH | | 95th Percentile Speed: | <u>28</u> MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Time Mean Speed: | <u>22.0</u> | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample Variance: | <u>13.22</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Deviation: | <u>3.6</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Variance of the Mean: | <u>0.2644</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Error of the Mean: | <u>0.5</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 MPH Pace: | <u>18</u> | To: <u>27</u> MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent in Pace: | <u>94.0%</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles in Pace: | <u>47</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50th Percentile Speed: | <u>21</u> MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85th Percentile Speed: | <u>25</u> MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90th Percentile Speed: | <u>26</u> MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95th Percentile Speed: | <u>28</u> MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">MPH</th> <th style="width: 10%;">Frequency</th> <th style="width: 10%;">Percent</th> <th style="width: 10%;">Cumulative %</th> </tr> </thead> <tbody> <tr><td>10</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>11</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>12</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>13</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>14</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>15</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>16</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>17</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>18</td><td>7</td><td>14.00%</td><td>14.00%</td></tr> <tr><td>19</td><td>7</td><td>14.00%</td><td>28.00%</td></tr> <tr><td>20</td><td>8</td><td>16.00%</td><td>44.00%</td></tr> <tr><td>21</td><td>5</td><td>10.00%</td><td>54.00%</td></tr> <tr><td>22</td><td>5</td><td>10.00%</td><td>64.00%</td></tr> <tr><td>23</td><td>2</td><td>4.00%</td><td>68.00%</td></tr> <tr><td>24</td><td>5</td><td>10.00%</td><td>78.00%</td></tr> <tr><td>25</td><td>4</td><td>8.00%</td><td>86.00%</td></tr> <tr><td>26</td><td>2</td><td>4.00%</td><td>90.00%</td></tr> <tr><td>27</td><td>2</td><td>4.00%</td><td>94.00%</td></tr> <tr><td>28</td><td>1</td><td>2.00%</td><td>96.00%</td></tr> <tr><td>29</td><td>0</td><td>0.00%</td><td>96.00%</td></tr> <tr><td>30</td><td>1</td><td>2.00%</td><td>98.00%</td></tr> <tr><td>31</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>32</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>33</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>34</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>35</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>36</td><td>1</td><td>2.00%</td><td>100.00%</td></tr> <tr><td>37</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>38</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>39</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>40</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>41</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>42</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>43</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>44</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>45</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>46</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>47</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>48</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>49</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>50</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>51</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>52</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>53</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>54</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr> <td>Totals:</td> <td>50</td> <td>100.00%</td> <td></td> </tr> </tbody> </table> | MPH | Frequency | Percent | Cumulative % | 10 | 0 | 0.00% | 0.00% | 11 | 0 | 0.00% | 0.00% | 12 | 0 | 0.00% | 0.00% | 13 | 0 | 0.00% | 0.00% | 14 | 0 | 0.00% | 0.00% | 15 | 0 | 0.00% | 0.00% | 16 | 0 | 0.00% | 0.00% | 17 | 0 | 0.00% | 0.00% | 18 | 7 | 14.00% | 14.00% | 19 | 7 | 14.00% | 28.00% | 20 | 8 | 16.00% | 44.00% | 21 | 5 | 10.00% | 54.00% | 22 | 5 | 10.00% | 64.00% | 23 | 2 | 4.00% | 68.00% | 24 | 5 | 10.00% | 78.00% | 25 | 4 | 8.00% | 86.00% | 26 | 2 | 4.00% | 90.00% | 27 | 2 | 4.00% | 94.00% | 28 | 1 | 2.00% | 96.00% | 29 | 0 | 0.00% | 96.00% | 30 | 1 | 2.00% | 98.00% | 31 | 0 | 0.00% | 98.00% | 32 | 0 | 0.00% | 98.00% | 33 | 0 | 0.00% | 98.00% | 34 | 0 | 0.00% | 98.00% | 35 | 0 | 0.00% | 98.00% | 36 | 1 | 2.00% | 100.00% | 37 | 0 | 0.00% | 100.00% | 38 | 0 | 0.00% | 100.00% | 39 | 0 | 0.00% | 100.00% | 40 | 0 | 0.00% | 100.00% | 41 | 0 | 0.00% | 100.00% | 42 | 0 | 0.00% | 100.00% | 43 | 0 | 0.00% | 100.00% | 44 | 0 | 0.00% | 100.00% | 45 | 0 | 0.00% | 100.00% | 46 | 0 | 0.00% | 100.00% | 47 | 0 | 0.00% | 100.00% | 48 | 0 | 0.00% | 100.00% | 49 | 0 | 0.00% | 100.00% | 50 | 0 | 0.00% | 100.00% | 51 | 0 | 0.00% | 100.00% | 52 | 0 | 0.00% | 100.00% | 53 | 0 | 0.00% | 100.00% | 54 | 0 | 0.00% | 100.00% | Totals: | 50 | 100.00% | | <p style="text-align: center;">Cumulative Frequency Distribution</p> |
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 11 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 15 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 7 | 14.00% | 14.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 7 | 14.00% | 28.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 8 | 16.00% | 44.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 5 | 10.00% | 54.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 5 | 10.00% | 64.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 2 | 4.00% | 68.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 5 | 10.00% | 78.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 4 | 8.00% | 86.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 2 | 4.00% | 90.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 2 | 4.00% | 94.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 1 | 2.00% | 96.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 0 | 0.00% | 96.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 1 | 2.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 34 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 1 | 2.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 39 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 42 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 54 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals: | 50 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p> </p> | <p style="text-align: center;">Frequency Distribution</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



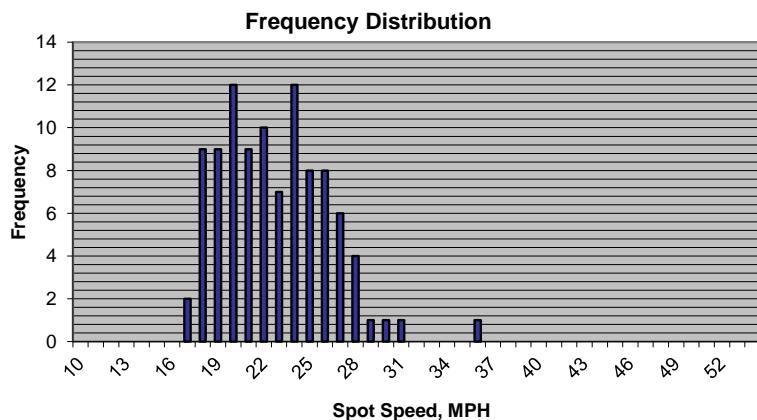
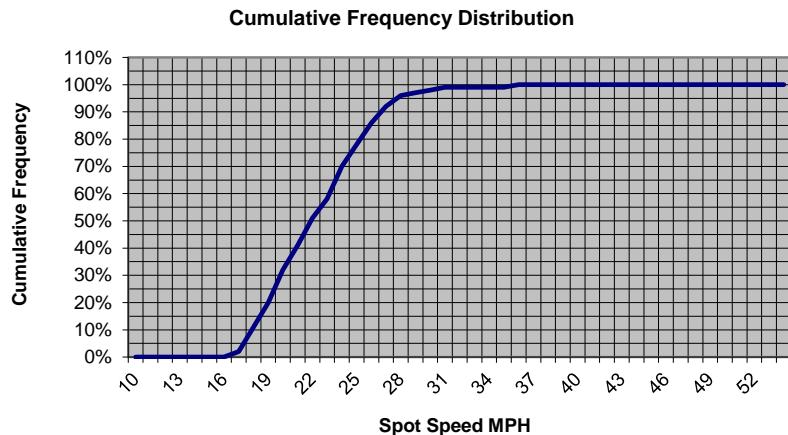
CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| <p>Street: <u>Villa Street</u> Direction: <u>SBD</u> Between: <u>Central Avenue & W Market Street</u> Comments: <u>No. 110</u> Survey Location: <u>46 Villa Street</u> Speed Limit: <u>25 MPH</u> Date: <u>05/20/25</u> Day: <u>Tuesday</u> Hours: From: <u>11:13</u> To: <u>01:02</u> Weather: <u>Sunny</u> Observer(s): <u>Rodolfo C</u></p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MPH</th> <th>Frequency</th> <th>Percent</th> <th>Cumulative %</th> </tr> </thead> <tbody> <tr><td>10</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>11</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>12</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>13</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>14</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>15</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>16</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>17</td><td>2</td><td>4.00%</td><td>4.00%</td></tr> <tr><td>18</td><td>2</td><td>4.00%</td><td>8.00%</td></tr> <tr><td>19</td><td>2</td><td>4.00%</td><td>12.00%</td></tr> <tr><td>20</td><td>4</td><td>8.00%</td><td>20.00%</td></tr> <tr><td>21</td><td>4</td><td>8.00%</td><td>28.00%</td></tr> <tr><td>22</td><td>5</td><td>10.00%</td><td>38.00%</td></tr> <tr><td>23</td><td>5</td><td>10.00%</td><td>48.00%</td></tr> <tr><td>24</td><td>7</td><td>14.00%</td><td>62.00%</td></tr> <tr><td>25</td><td>4</td><td>8.00%</td><td>70.00%</td></tr> <tr><td>26</td><td>6</td><td>12.00%</td><td>82.00%</td></tr> <tr><td>27</td><td>4</td><td>8.00%</td><td>90.00%</td></tr> <tr><td>28</td><td>3</td><td>6.00%</td><td>96.00%</td></tr> <tr><td>29</td><td>1</td><td>2.00%</td><td>98.00%</td></tr> <tr><td>30</td><td>0</td><td>0.00%</td><td>98.00%</td></tr> <tr><td>31</td><td>1</td><td>2.00%</td><td>100.00%</td></tr> <tr><td>32</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>33</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>34</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>35</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>36</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>37</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>38</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>39</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>40</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>41</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>42</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>43</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>44</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>45</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>46</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>47</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>48</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>49</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>50</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>51</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>52</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>53</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>54</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr> <td>Totals:</td> <td>50</td> <td>100.00%</td> <td></td> </tr> </tbody> </table> | MPH | Frequency | Percent | Cumulative % | 10 | 0 | 0.00% | 0.00% | 11 | 0 | 0.00% | 0.00% | 12 | 0 | 0.00% | 0.00% | 13 | 0 | 0.00% | 0.00% | 14 | 0 | 0.00% | 0.00% | 15 | 0 | 0.00% | 0.00% | 16 | 0 | 0.00% | 0.00% | 17 | 2 | 4.00% | 4.00% | 18 | 2 | 4.00% | 8.00% | 19 | 2 | 4.00% | 12.00% | 20 | 4 | 8.00% | 20.00% | 21 | 4 | 8.00% | 28.00% | 22 | 5 | 10.00% | 38.00% | 23 | 5 | 10.00% | 48.00% | 24 | 7 | 14.00% | 62.00% | 25 | 4 | 8.00% | 70.00% | 26 | 6 | 12.00% | 82.00% | 27 | 4 | 8.00% | 90.00% | 28 | 3 | 6.00% | 96.00% | 29 | 1 | 2.00% | 98.00% | 30 | 0 | 0.00% | 98.00% | 31 | 1 | 2.00% | 100.00% | 32 | 0 | 0.00% | 100.00% | 33 | 0 | 0.00% | 100.00% | 34 | 0 | 0.00% | 100.00% | 35 | 0 | 0.00% | 100.00% | 36 | 0 | 0.00% | 100.00% | 37 | 0 | 0.00% | 100.00% | 38 | 0 | 0.00% | 100.00% | 39 | 0 | 0.00% | 100.00% | 40 | 0 | 0.00% | 100.00% | 41 | 0 | 0.00% | 100.00% | 42 | 0 | 0.00% | 100.00% | 43 | 0 | 0.00% | 100.00% | 44 | 0 | 0.00% | 100.00% | 45 | 0 | 0.00% | 100.00% | 46 | 0 | 0.00% | 100.00% | 47 | 0 | 0.00% | 100.00% | 48 | 0 | 0.00% | 100.00% | 49 | 0 | 0.00% | 100.00% | 50 | 0 | 0.00% | 100.00% | 51 | 0 | 0.00% | 100.00% | 52 | 0 | 0.00% | 100.00% | 53 | 0 | 0.00% | 100.00% | 54 | 0 | 0.00% | 100.00% | Totals: | 50 | 100.00% | | <p>Data Analysis:</p> <p>Time Mean Speed: <u>23.5 MPH</u> Sample Variance: <u>10.54</u> Standard Deviation: <u>3.2</u> Variance of the Mean: <u>0.2108</u> Standard Error of the Mean: <u>0.5</u> 10 MPH Pace: <u>19</u> To: <u>28 MPH</u> Percent in Pace: <u>88.0%</u> Vehicles in Pace: <u>44</u> 50th Percentile Speed: <u>24 MPH</u> 85th Percentile Speed: <u>27 MPH</u> 90th Percentile Speed: <u>27 MPH</u> 95th Percentile Speed: <u>28 MPH</u></p> |
|---|---|---------|--------------|---------|--------------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|--------|--------|----|---|--------|--------|----|---|--------|--------|----|---|-------|--------|----|---|--------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|---------|----|---------|--|--|
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 2 | 4.00% | 4.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 2 | 4.00% | 8.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 2 | 4.00% | 12.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 4 | 8.00% | 20.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 4 | 8.00% | 28.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 5 | 10.00% | 38.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 5 | 10.00% | 48.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 7 | 14.00% | 62.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 4 | 8.00% | 70.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 6 | 12.00% | 82.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 4 | 8.00% | 90.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 3 | 6.00% | 96.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 1 | 2.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 0 | 0.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 1 | 2.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals: | 50 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Cumulative Frequency Distribution</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Frequency Distribution</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|-----------------------|----------------------------------|---------|--------------|---|----------------------|
| Street: | Villa Street | | Direction: | NBD/SBD | Comments: No. 110 |
| Between: | Central Avenue & W Market Street | | Day: | Tuesday | |
| Survey Location: | 46 Villa Street | | Hours: | From: 11:13 To: 01:02 | |
| Speed Limit: | 25 MPH | | Weather: | Sunny | |
| Date: | 05/20/25 | | Observer(s): | Rodolfo C | |
| Data Analysis: | | | | | |
| MPH | Frequency | Percent | Cumulative % | <p>Time Mean Speed: 22.7 MPH</p> <p>Sample Variance: 12.30</p> <p>Standard Deviation: 3.5</p> <p>Variance of the Mean: 0.1230</p> <p>Standard Error of the Mean: 0.4</p> <p>10 MPH Pace: 18 To: 27 MPH</p> <p>Percent in Pace: 90.0%</p> <p>Vehicles in Pace: 90</p> <p>50th Percentile Speed: 22 MPH</p> <p>85th Percentile Speed: 26 MPH</p> <p>90th Percentile Speed: 27 MPH</p> <p>95th Percentile Speed: 28 MPH</p> | |
| 10 | 0 | 0.00% | 0.00% | | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 0 | 0.00% | 0.00% | | |
| 15 | 0 | 0.00% | 0.00% | | |
| 16 | 0 | 0.00% | 0.00% | | |
| 17 | 2 | 2.00% | 2.00% | | |
| 18 | 9 | 9.00% | 11.00% | | |
| 19 | 9 | 9.00% | 20.00% | | |
| 20 | 12 | 12.00% | 32.00% | | |
| 21 | 9 | 9.00% | 41.00% | | |
| 22 | 10 | 10.00% | 51.00% | | |
| 23 | 7 | 7.00% | 58.00% | | |
| 24 | 12 | 12.00% | 70.00% | | |
| 25 | 8 | 8.00% | 78.00% | | |
| 26 | 8 | 8.00% | 86.00% | | |
| 27 | 6 | 6.00% | 92.00% | | |
| 28 | 4 | 4.00% | 96.00% | | |
| 29 | 1 | 1.00% | 97.00% | | |
| 30 | 1 | 1.00% | 98.00% | | |
| 31 | 1 | 1.00% | 99.00% | | |
| 32 | 0 | 0.00% | 99.00% | | |
| 33 | 0 | 0.00% | 99.00% | | |
| 34 | 0 | 0.00% | 99.00% | | |
| 35 | 0 | 0.00% | 99.00% | | |
| 36 | 1 | 1.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |



SITE CODE

110

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Villa St. between Central Ave. and W. Market St.DATE 05/20 DAY Tuesday TIME 11:13 TO 1:02OBSERVER Rodolfo C CALCULATED BY Rodolfo C WEATHER Sunny

| Direction: <u>N.B.</u> | | Number of Vehicles CLOSE | | | |
|------------------------|---|--------------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
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| 30 | X | | | | |
| 29 | | | | | |
| 28 | X | | | | |
| 27 | X | X | | | |
| 26 | X | X | X | | |
| 25 | X | X | X | X | |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | X | X | X | X | X |
| 21 | X | X | X | X | X |
| 20 | X | X | X | X | X |
| 19 | X | X | X | X | X |
| 18 | X | X | X | X | X |
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| 10 | | | | | |

| Direction: <u>S. B.</u> | | Number of Vehicles AWAY | | | |
|-------------------------|---|-------------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
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| 36 | X | | | | |
| 35 | | | | | |
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| 33 | | | | | |
| 32 | | | | | |
| 31 | X | | | | |
| 30 | | | | | |
| 29 | | | | | |
| 28 | X | X | X | X | X |
| 27 | X | X | X | X | X |
| 26 | X | X | X | X | X |
| 25 | X | X | X | X | X |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | X | X | X | X | X |
| 21 | X | X | X | X | X |
| 20 | X | X | X | X | X |
| 19 | X | X | X | X | X |
| 18 | X | X | X | X | X |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: MAPLE STREET
BETWEEN: S MAIN ST & ABBOTT ST
SURVEY DATE: 04/23/2025 (EXPIRES IN 2030)**

111



COMMENTS:

This segment of Maple Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, parks, and school use. Speed data collected on April 23, 2025, revealed the 85th percentile speed of 26 mph. The 10 mph pace ranges from 18 mph to 27 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|---------------------------|--|
| Distance | Approximately 3,200 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 46 Feet | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 25 MPH | |
| 85th Percentile Speed | 26 MPH | |
| Traffic Volume (Date) | 1,381(2025) | |
| Accident Data (2 years) | 10 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 16.37 Acc./MVM | |
| | | ALL-WAY STOP SIGNAL SPEED LIMIT SIGN CITY LIMITS CROSSWALK SCHOOL CROSSWALK |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---|------------------|--------------|--|---------------------------------|
| Street: | Maple Street | | | Direction: <u>WBD</u> | Comments: No. 111 |
| Between: | <u>S. Main Street and Abbott Street</u> | | | | |
| Survey Location: | <u>245 Maple Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/23/2025</u> | | | Day: <u>Wednesday</u> | |
| Hours: | From: <u>01:35</u> | To: <u>02:31</u> | | | |
| Weather: | <u>Clear</u> | | | | |
| Observer(s): | <u>Rodolfo C.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 16 | 1 | 2.00% | 2.00% | Time Mean Speed: <u>22.9</u> MPH | |
| 17 | 0 | 0.00% | 2.00% | Sample Variance: <u>11.97</u> | |
| 18 | 3 | 6.00% | 8.00% | Standard Deviation: <u>3.5</u> | |
| 19 | 5 | 10.00% | 18.00% | Variance of the Mean: <u>0.2394</u> | |
| 20 | 8 | 16.00% | 34.00% | Standard Error of the Mean: <u>0.5</u> | |
| 21 | 3 | 6.00% | 40.00% | 10 MPH Pace: <u>18</u> To: <u>27</u> MPH | |
| 22 | 3 | 6.00% | 46.00% | Percent in Pace: <u>88.0%</u> | |
| 23 | 5 | 10.00% | 56.00% | Vehicles in Pace: <u>44</u> | |
| 24 | 5 | 10.00% | 66.00% | 50th Percentile Speed: <u>23</u> MPH | |
| 25 | 4 | 8.00% | 74.00% | 85th Percentile Speed: <u>27</u> MPH | |
| 26 | 4 | 8.00% | 82.00% | 90th Percentile Speed: <u>27</u> MPH | |
| 27 | 4 | 8.00% | 90.00% | 95th Percentile Speed: <u>28</u> MPH | |
| 28 | 3 | 6.00% | 96.00% | | |
| 29 | 1 | 2.00% | 98.00% | | |
| 30 | 0 | 0.00% | 98.00% | | |
| 31 | 1 | 2.00% | 100.00% | | |
| 32 | 0 | 0.00% | 100.00% | | |
| 33 | 0 | 0.00% | 100.00% | | |
| 34 | 0 | 0.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| 55 | 0 | 0.00% | 100.00% | | |
| 56 | 0 | 0.00% | 100.00% | | |
| 57 | 0 | 0.00% | 100.00% | | |
| 58 | 0 | 0.00% | 100.00% | | |
| 59 | 0 | 0.00% | 100.00% | | |
| 60 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|----------------------------------|------------------|--------------|--|--------------------------|
| Street: | Maple Street | | | Direction: <u>EBD</u> | Comments: No. 111 |
| Between: | S. Main Street and Abbott Street | | | | |
| Survey Location: | 245 Maple Street | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 04/23/2025 | | | Day: <u>Wednesday</u> | |
| Hours: | From: <u>01:35</u> | To: <u>02:31</u> | | | |
| Weather: | Clear | | | | |
| Observer(s): | Rodolfo C. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 16 | 2 | 4.00% | 4.00% | Time Mean Speed: <u>22.5</u> MPH | |
| 17 | 1 | 2.00% | 6.00% | Sample Variance: <u>10.50</u> | |
| 18 | 1 | 2.00% | 8.00% | Standard Deviation: <u>3.2</u> | |
| 19 | 4 | 8.00% | 16.00% | Variance of the Mean: <u>0.2100</u> | |
| 20 | 7 | 14.00% | 30.00% | Standard Error of the Mean: <u>0.5</u> | |
| 21 | 4 | 8.00% | 38.00% | 10 MPH Pace: <u>16</u> To: <u>25</u> MPH | |
| 22 | 6 | 12.00% | 50.00% | Percent in Pace: <u>88.0%</u> | |
| 23 | 8 | 16.00% | 66.00% | Vehicles in Pace: <u>44</u> | |
| 24 | 4 | 8.00% | 74.00% | 50th Percentile Speed: <u>22</u> MPH | |
| 25 | 7 | 14.00% | 88.00% | 85th Percentile Speed: <u>25</u> MPH | |
| 26 | 2 | 4.00% | 92.00% | 90th Percentile Speed: <u>26</u> MPH | |
| 27 | 1 | 2.00% | 94.00% | 95th Percentile Speed: <u>28</u> MPH | |
| 28 | 1 | 2.00% | 96.00% | | |
| 29 | 0 | 0.00% | 96.00% | | |
| 30 | 1 | 2.00% | 98.00% | | |
| 31 | 0 | 0.00% | 98.00% | | |
| 32 | 1 | 2.00% | 100.00% | | |
| 33 | 0 | 0.00% | 100.00% | | |
| 34 | 0 | 0.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| 55 | 0 | 0.00% | 100.00% | | |
| 56 | 0 | 0.00% | 100.00% | | |
| 57 | 0 | 0.00% | 100.00% | | |
| 58 | 0 | 0.00% | 100.00% | | |
| 59 | 0 | 0.00% | 100.00% | | |
| 60 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

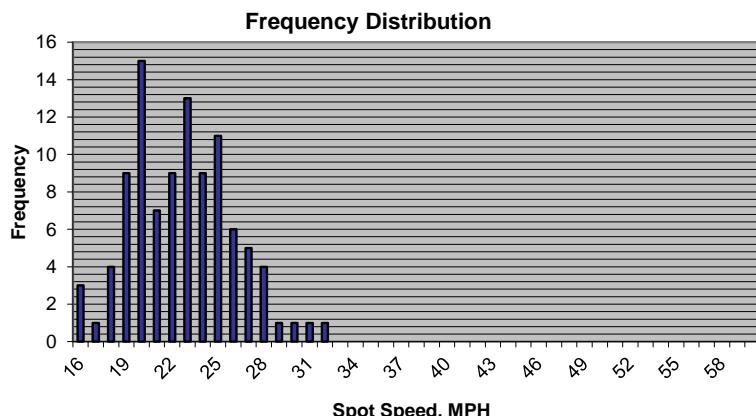
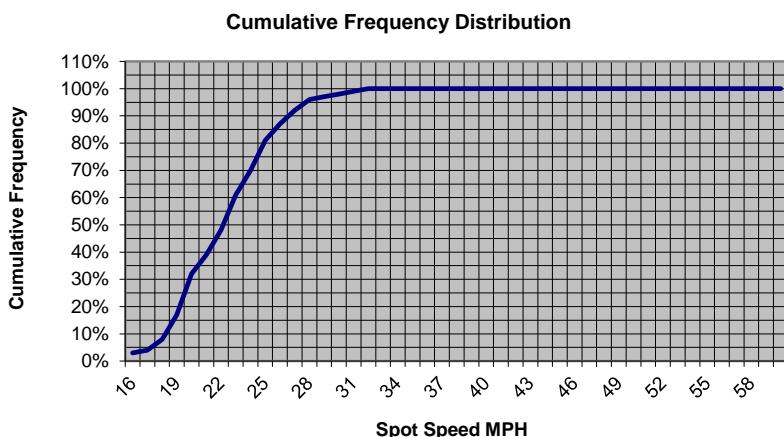
Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---|------------------|--------------|--|---------------------------------|
| Street: | Maple Street | | | Direction: <u>WBD/EBD</u> | Comments: No. 111 |
| Between: | <u>S. Main Street and Abbott Street</u> | | | | |
| Survey Location: | <u>245 Maple Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/23/2025</u> | | | Day: <u>Wednesday</u> | |
| Hours: | From: <u>01:35</u> | To: <u>02:31</u> | | | |
| Weather: | <u>Clear</u> | | | | |
| Observer(s): | <u>Rodolfo C.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 16 | <u>3</u> | 3.00% | 3.00% | Time Mean Speed: <u>22.7</u> MPH Sample Variance: <u>11.17</u> Standard Deviation: <u>3.3</u> Variance of the Mean: <u>0.1117</u> Standard Error of the Mean: <u>0.3</u> 10 MPH Pace: <u>18</u> To: <u>27</u> MPH Percent in Pace: <u>88.0%</u> Vehicles in Pace: <u>88</u> 50th Percentile Speed: <u>23</u> MPH 85th Percentile Speed: <u>26</u> MPH 90th Percentile Speed: <u>27</u> MPH 95th Percentile Speed: <u>28</u> MPH | |
| 17 | <u>1</u> | 1.00% | 4.00% | | |
| 18 | <u>4</u> | 4.00% | 8.00% | | |
| 19 | <u>9</u> | 9.00% | 17.00% | | |
| 20 | <u>15</u> | 15.00% | 32.00% | | |
| 21 | <u>7</u> | 7.00% | 39.00% | | |
| 22 | <u>9</u> | 9.00% | 48.00% | | |
| 23 | <u>13</u> | 13.00% | 61.00% | | |
| 24 | <u>9</u> | 9.00% | 70.00% | | |
| 25 | <u>11</u> | 11.00% | 81.00% | | |
| 26 | <u>6</u> | 6.00% | 87.00% | | |
| 27 | <u>5</u> | 5.00% | 92.00% | | |
| 28 | <u>4</u> | 4.00% | 96.00% | | |
| 29 | <u>1</u> | 1.00% | 97.00% | | |
| 30 | <u>1</u> | 1.00% | 98.00% | | |
| 31 | <u>1</u> | 1.00% | 99.00% | | |
| 32 | <u>1</u> | 1.00% | 100.00% | | |
| 33 | <u>0</u> | 0.00% | 100.00% | | |
| 34 | <u>0</u> | 0.00% | 100.00% | | |
| 35 | <u>0</u> | 0.00% | 100.00% | | |
| 36 | <u>0</u> | 0.00% | 100.00% | | |
| 37 | <u>0</u> | 0.00% | 100.00% | | |
| 38 | <u>0</u> | 0.00% | 100.00% | | |
| 39 | <u>0</u> | 0.00% | 100.00% | | |
| 40 | <u>0</u> | 0.00% | 100.00% | | |
| 41 | <u>0</u> | 0.00% | 100.00% | | |
| 42 | <u>0</u> | 0.00% | 100.00% | | |
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| 49 | <u>0</u> | 0.00% | 100.00% | | |
| 50 | <u>0</u> | 0.00% | 100.00% | | |
| 51 | <u>0</u> | 0.00% | 100.00% | | |
| 52 | <u>0</u> | 0.00% | 100.00% | | |
| 53 | <u>0</u> | 0.00% | 100.00% | | |
| 54 | <u>0</u> | 0.00% | 100.00% | | |
| 55 | <u>0</u> | 0.00% | 100.00% | | |
| 56 | <u>0</u> | 0.00% | 100.00% | | |
| 57 | <u>0</u> | 0.00% | 100.00% | | |
| 58 | <u>0</u> | 0.00% | 100.00% | | |
| 59 | <u>0</u> | 0.00% | 100.00% | | |
| 60 | <u>0</u> | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |



SITE CODE
III

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Maple St. between S. Main St. and Abbott St.

DATE 09/23 DAY Wednesday TIME 1:35 TO 2:31

OBSERVER Rodolfo Co. CALCULATED BY Alejandro M. WEATHER Clear
CLOSE

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
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| 25 | XX | XX | XX | |
| 24 | XX | | | |
| 23 | XX | XX | XX | |
| 22 | XX | XX | XX | |
| 21 | XX | | | |
| 20 | XX | XX | XX | XX |
| 19 | XX | XX | XX | |
| 18 | XX | | | |
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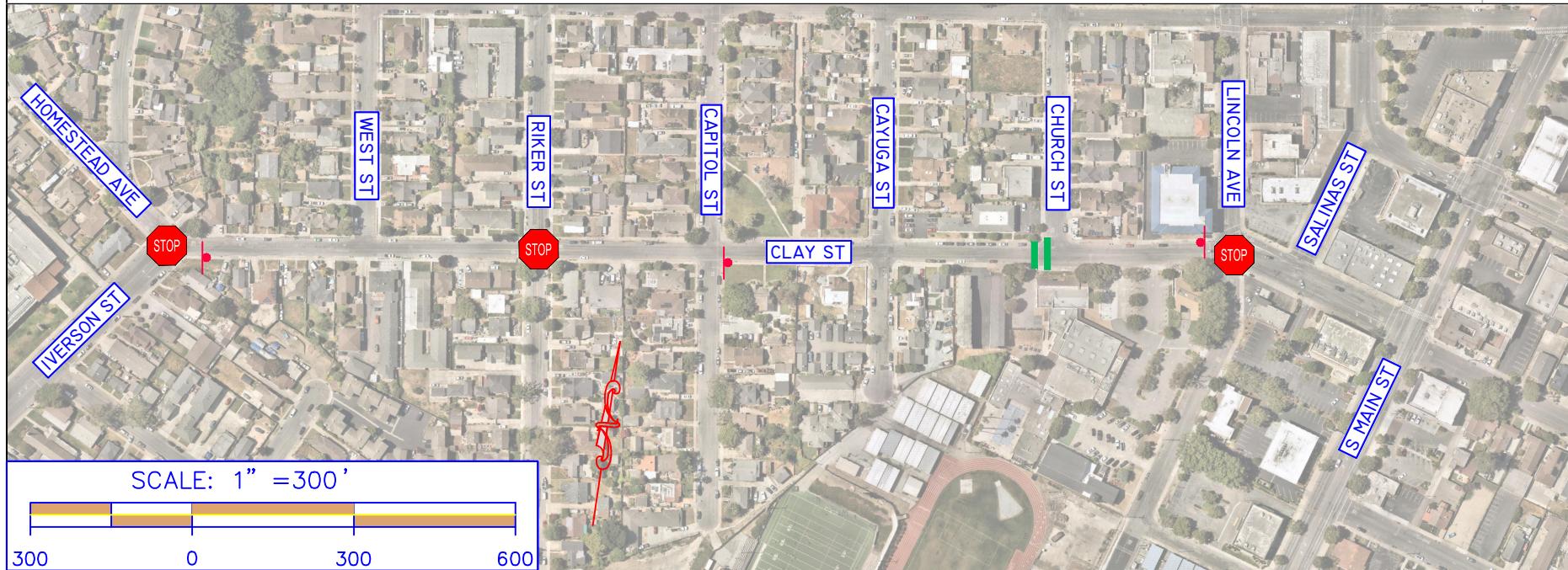
| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
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| 29 | XX | | | |
| 28 | XX | XX | XX | |
| 27 | XX | XX | XX | |
| 26 | XX | XX | XX | |
| 25 | XX | XX | XX | |
| 24 | XX | XX | XX | |
| 23 | XX | XX | XX | |
| 22 | XX | XX | XX | |
| 21 | XX | XX | XX | |
| 20 | XX | XX | XX | XX |
| 19 | XX | XX | XX | |
| 18 | XX | XX | XX | |
| 17 | XX | | | |
| 16 | XX | | | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: CLAY STREET
BETWEEN: IVERSON ST & MAIN ST
SURVEY DATE: 04/28/2025 (EXPIRES IN 2030)**

112



COMMENTS:

This segment of Clay Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, parks, offices, and a school. Speed data collected on April 28, 2025, revealed the 85th percentile speed of 29 mph. The 10 mph pace ranges from 20 mph to 29 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|---------------------------|------------|
| Distance | Approximately 2,350 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (34 to 58 Feet) | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 25 MPH | |
| 85th Percentile Speed | 29 MPH | |
| Traffic Volume (Date) | 4,294 (2025) | |
| Accident Data (2 years) | 12 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 8.70 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--------------------------------------|------------------|--------------|-----------------------|--------------------------|
| Street: | Clay Street | | | Direction: <u>EBD</u> | Comments: <u>No. 112</u> |
| Between: | <u>Iris Street and S Main Street</u> | | | | |
| Survey Location: | <u>165 Clay Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/28/25</u> | | Day: | <u>Monday</u> | |
| Hours: | From: <u>11:19</u> | To: <u>12:05</u> | | | |
| Weather: | <u>Clear</u> | | | | |
| Observer(s): | <u>Rodolfo C.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 18 | 1 | 2.00% | 2.00% | | |
| 19 | 0 | 0.00% | 2.00% | | |
| 20 | 3 | 6.00% | 8.00% | | |
| 21 | 1 | 2.00% | 10.00% | | |
| 22 | 5 | 10.00% | 20.00% | | |
| 23 | 5 | 10.00% | 30.00% | | |
| 24 | 7 | 14.00% | 44.00% | | |
| 25 | 5 | 10.00% | 54.00% | | |
| 26 | 5 | 10.00% | 64.00% | | |
| 27 | 5 | 10.00% | 74.00% | | |
| 28 | 5 | 10.00% | 84.00% | | |
| 29 | 4 | 8.00% | 92.00% | | |
| 30 | 1 | 2.00% | 94.00% | | |
| 31 | 0 | 0.00% | 94.00% | | |
| 32 | 2 | 4.00% | 98.00% | | |
| 33 | 0 | 0.00% | 98.00% | | |
| 34 | 1 | 2.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| 55 | 0 | 0.00% | 100.00% | | |
| 56 | 0 | 0.00% | 100.00% | | |
| 57 | 0 | 0.00% | 100.00% | | |
| 58 | 0 | 0.00% | 100.00% | | |
| 59 | 0 | 0.00% | 100.00% | | |
| 60 | 0 | 0.00% | 100.00% | | |
| 61 | 0 | 0.00% | 100.00% | | |
| 62 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|--------------------------------------|------------------|-----------------------|---------------------------------|
| Street: | Clay Street | | Direction: <u>WBD</u> | Comments: No. 112 |
| Between: | <u>Iris Street and S Main Street</u> | | | |
| Survey Location: | <u>165 Clay Street</u> | | | |
| Speed Limit: | <u>25 MPH</u> | | | |
| Date: | <u>04/28/25</u> | | Day: <u>Monday</u> | |
| Hours: | From: <u>11:19</u> | To: <u>12:05</u> | | |
| Weather: | <u>Clear</u> | | | |
| Observer(s): | <u>Rodolfo C.</u> | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 18 | <u>2</u> | 4.00% | 4.00% | |
| 19 | <u>1</u> | 2.00% | 6.00% | |
| 20 | <u>2</u> | 4.00% | 10.00% | |
| 21 | <u>1</u> | 2.00% | 12.00% | |
| 22 | <u>5</u> | 10.00% | 22.00% | |
| 23 | <u>5</u> | 10.00% | 32.00% | |
| 24 | <u>4</u> | 8.00% | 40.00% | |
| 25 | <u>7</u> | 14.00% | 54.00% | |
| 26 | <u>7</u> | 14.00% | 68.00% | |
| 27 | <u>2</u> | 4.00% | 72.00% | |
| 28 | <u>5</u> | 10.00% | 82.00% | |
| 29 | <u>2</u> | 4.00% | 86.00% | |
| 30 | <u>2</u> | 4.00% | 90.00% | |
| 31 | <u>1</u> | 2.00% | 92.00% | |
| 32 | <u>1</u> | 2.00% | 94.00% | |
| 33 | <u>2</u> | 4.00% | 98.00% | |
| 34 | <u>1</u> | 2.00% | 100.00% | |
| 35 | <u>0</u> | 0.00% | 100.00% | |
| 36 | <u>0</u> | 0.00% | 100.00% | |
| 37 | <u>0</u> | 0.00% | 100.00% | |
| 38 | <u>0</u> | 0.00% | 100.00% | |
| 39 | <u>0</u> | 0.00% | 100.00% | |
| 40 | <u>0</u> | 0.00% | 100.00% | |
| 41 | <u>0</u> | 0.00% | 100.00% | |
| 42 | <u>0</u> | 0.00% | 100.00% | |
| 43 | <u>0</u> | 0.00% | 100.00% | |
| 44 | <u>0</u> | 0.00% | 100.00% | |
| 45 | <u>0</u> | 0.00% | 100.00% | |
| 46 | <u>0</u> | 0.00% | 100.00% | |
| 47 | <u>0</u> | 0.00% | 100.00% | |
| 48 | <u>0</u> | 0.00% | 100.00% | |
| 49 | <u>0</u> | 0.00% | 100.00% | |
| 50 | <u>0</u> | 0.00% | 100.00% | |
| 51 | <u>0</u> | 0.00% | 100.00% | |
| 52 | <u>0</u> | 0.00% | 100.00% | |
| 53 | <u>0</u> | 0.00% | 100.00% | |
| 54 | <u>0</u> | 0.00% | 100.00% | |
| 55 | <u>0</u> | 0.00% | 100.00% | |
| 56 | <u>0</u> | 0.00% | 100.00% | |
| 57 | <u>0</u> | 0.00% | 100.00% | |
| 58 | <u>0</u> | 0.00% | 100.00% | |
| 59 | <u>0</u> | 0.00% | 100.00% | |
| 60 | <u>0</u> | 0.00% | 100.00% | |
| 61 | <u>0</u> | 0.00% | 100.00% | |
| 62 | <u>0</u> | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |

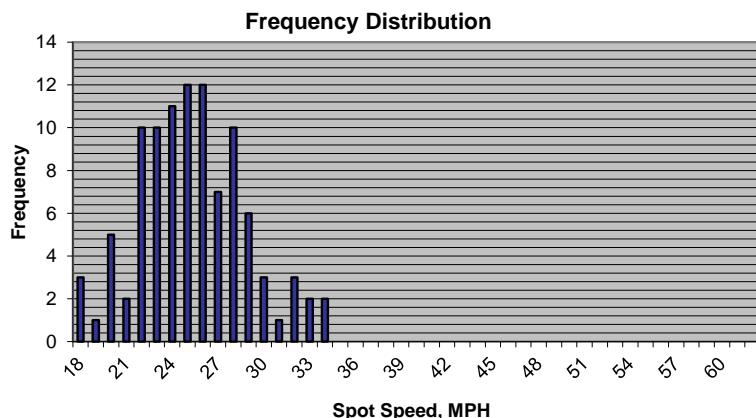
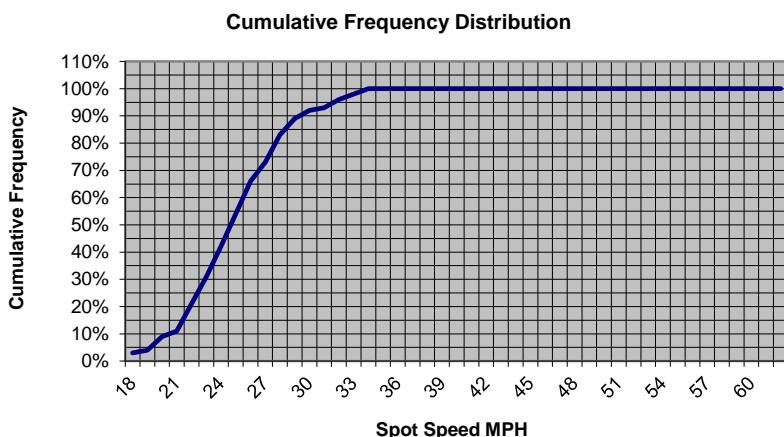
Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|-------------------------------|---------|--------------|-----------------------|----------------------|
| Street: | Clay Street | | Direction: | EBD/WBD | Comments: No. 112 |
| Between: | Iris Street and S Main Street | | Day: | Monday | |
| Survey Location: | 165 Clay Street | | Hours: | From: 11:19 To: 12:05 | |
| Speed Limit: | 25 MPH | | Weather: | Clear | |
| Date: | 04/28/25 | | Observer(s): | Rodolfo C. | |
| Data Analysis: | | | | | |
| MPH | Frequency | Percent | Cumulative % | | |
| 18 | 3 | 3.00% | 3.00% | | |
| 19 | 1 | 1.00% | 4.00% | | |
| 20 | 5 | 5.00% | 9.00% | | |
| 21 | 2 | 2.00% | 11.00% | | |
| 22 | 10 | 10.00% | 21.00% | | |
| 23 | 10 | 10.00% | 31.00% | | |
| 24 | 11 | 11.00% | 42.00% | | |
| 25 | 12 | 12.00% | 54.00% | | |
| 26 | 12 | 12.00% | 66.00% | | |
| 27 | 7 | 7.00% | 73.00% | | |
| 28 | 10 | 10.00% | 83.00% | | |
| 29 | 6 | 6.00% | 89.00% | | |
| 30 | 3 | 3.00% | 92.00% | | |
| 31 | 1 | 1.00% | 93.00% | | |
| 32 | 3 | 3.00% | 96.00% | | |
| 33 | 2 | 2.00% | 98.00% | | |
| 34 | 2 | 2.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| 55 | 0 | 0.00% | 100.00% | | |
| 56 | 0 | 0.00% | 100.00% | | |
| 57 | 0 | 0.00% | 100.00% | | |
| 58 | 0 | 0.00% | 100.00% | | |
| 59 | 0 | 0.00% | 100.00% | | |
| 60 | 0 | 0.00% | 100.00% | | |
| 61 | 0 | 0.00% | 100.00% | | |
| 62 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |



SITE CODE
112

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Clay St. between Iverson St. and S. Main St.

DATE 04/17/78 DAY Monday TIME 11:19 TO 12:05

OBSERVER Ron Loflin AWAY CALCULATED BY Alejandro Me WEATHER Sunny Approaching

| Direction: <u>E.B.</u> | | Number of Vehicles | | | |
|------------------------|---|--------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
| 69 | | | | | |
| 68 | | | | | |
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| 66 | | | | | |
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| 34 | X | | | | |
| 33 | | | | | |
| 32 | X | X | | | |
| 31 | | | | | |
| 30 | X | | | | |
| 29 | X | X | | | |
| 28 | X | X | X | | |
| 27 | X | X | X | | |
| 26 | X | X | X | X | |
| 25 | X | X | X | X | |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | | | | | |
| 21 | X | | | | |
| 20 | X | X | X | | |
| 19 | | | | | |
| 18 | X | | | | |
| 17 | | | | | |
| 16 | | | | | |
| 15 | | | | | |
| 14 | | | | | |
| 13 | | | | | |
| 12 | | | | | |
| 11 | | | | | |
| 10 | | | | | |

| Direction: <u>W.B.</u> | | Number of Vehicles | | | |
|------------------------|---|--------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
| 69 | | | | | |
| 68 | | | | | |
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| 34 | X | | | | |
| 33 | X | X | | | |
| 32 | X | | | | |
| 31 | X | | | | |
| 30 | X | X | | | |
| 29 | X | X | | | |
| 28 | X | X | X | | |
| 27 | X | X | X | | |
| 26 | X | X | X | X | |
| 25 | X | X | X | X | X |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | X | X | X | X | X |
| 21 | X | | | | |
| 20 | X | X | | | |
| 19 | X | | | | |
| 18 | X | X | | | |
| 17 | | | | | |
| 16 | | | | | |
| 15 | | | | | |
| 14 | | | | | |
| 13 | | | | | |
| 12 | | | | | |
| 11 | | | | | |
| 10 | | | | | |

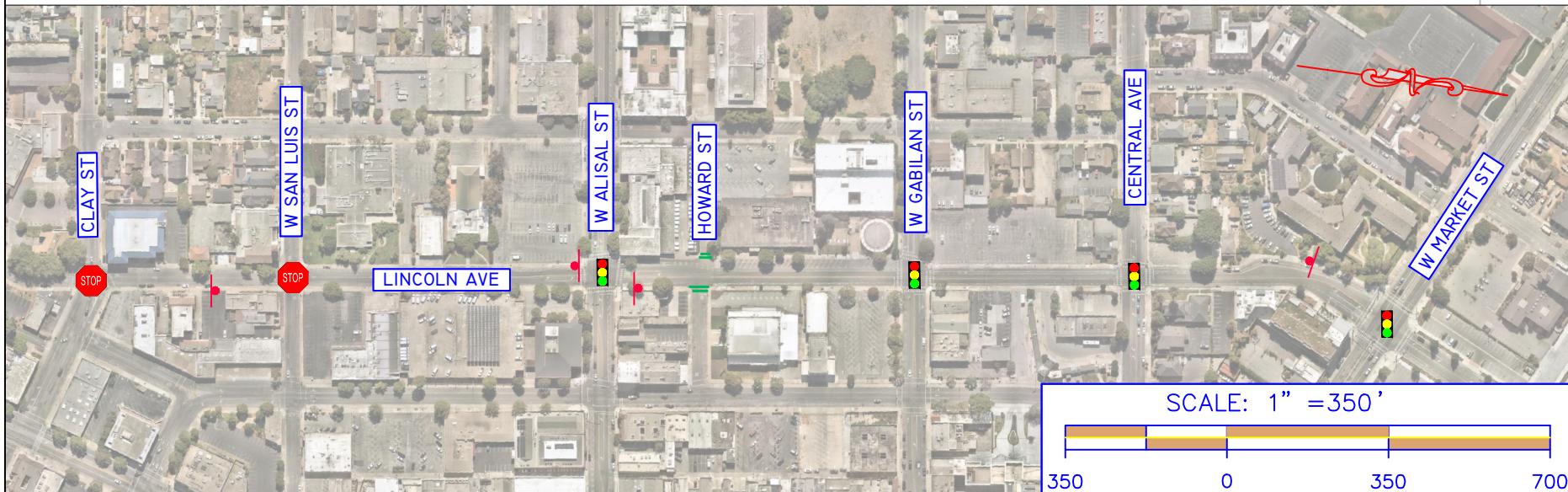
MIN

MIN

**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: LINCOLN AVENUE
BETWEEN: W MARKET ST & CLAY ST
SURVEY DATE: 05/06/2025 (EXPIRES IN 2030)**

113



COMMENTS:

This segment of Lincoln Avenue is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes office, residential, and commercial use. Speed data collected on May 6, 2025, revealed the 85th percentile speed of 29 mph. The 10 mph pace ranges from 20 mph to 29 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 2,850 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (34 to 79 Feet) | |
| No. Lanes and Median | 2-Lane Minor Arterial | |
| Proposed Speed Zone | 25 MPH | |
| 85th Percentile Speed | 29 MPH | |
| Traffic Volume (Date) | 6,573 (2025) | |
| Accident Data (2 years) | 5 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 1.93 Acc./MVM | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | |
|------------------|---------------------------------|------------------|-----------------------|---------------------------------|
| Street: | Lincoln Avenue | | Direction: <u>NBD</u> | Comments: No. 113 |
| Between: | W Market Street and Clay Street | | | |
| Survey Location: | 361 Lincoln Ave | | | |
| Speed Limit: | 25 MPH | | | |
| Date: | 05/06/25 | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>11:55</u> | To: <u>12:40</u> | | |
| Weather: | Clear | | | |
| Observer(s): | Rodolfo C. | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: |
| 10 | 0 | 0.00% | 0.00% | |
| 11 | 0 | 0.00% | 0.00% | |
| 12 | 0 | 0.00% | 0.00% | |
| 13 | 0 | 0.00% | 0.00% | |
| 14 | 0 | 0.00% | 0.00% | |
| 15 | 0 | 0.00% | 0.00% | |
| 16 | 0 | 0.00% | 0.00% | |
| 17 | 0 | 0.00% | 0.00% | |
| 18 | 1 | 2.00% | 2.00% | |
| 19 | 0 | 0.00% | 2.00% | |
| 20 | 3 | 6.00% | 8.00% | |
| 21 | 1 | 2.00% | 10.00% | |
| 22 | 5 | 10.00% | 20.00% | |
| 23 | 5 | 10.00% | 30.00% | |
| 24 | 7 | 14.00% | 44.00% | |
| 25 | 5 | 10.00% | 54.00% | |
| 26 | 5 | 10.00% | 64.00% | |
| 27 | 5 | 10.00% | 74.00% | |
| 28 | 5 | 10.00% | 84.00% | |
| 29 | 4 | 8.00% | 92.00% | |
| 30 | 1 | 2.00% | 94.00% | |
| 31 | 0 | 0.00% | 94.00% | |
| 32 | 2 | 4.00% | 98.00% | |
| 33 | 0 | 0.00% | 98.00% | |
| 34 | 1 | 2.00% | 100.00% | |
| 35 | 0 | 0.00% | 100.00% | |
| 36 | 0 | 0.00% | 100.00% | |
| 37 | 0 | 0.00% | 100.00% | |
| 38 | 0 | 0.00% | 100.00% | |
| 39 | 0 | 0.00% | 100.00% | |
| 40 | 0 | 0.00% | 100.00% | |
| 41 | 0 | 0.00% | 100.00% | |
| 42 | 0 | 0.00% | 100.00% | |
| 43 | 0 | 0.00% | 100.00% | |
| 44 | 0 | 0.00% | 100.00% | |
| 45 | 0 | 0.00% | 100.00% | |
| 46 | 0 | 0.00% | 100.00% | |
| 47 | 0 | 0.00% | 100.00% | |
| 48 | 0 | 0.00% | 100.00% | |
| 49 | 0 | 0.00% | 100.00% | |
| 50 | 0 | 0.00% | 100.00% | |
| 51 | 0 | 0.00% | 100.00% | |
| 52 | 0 | 0.00% | 100.00% | |
| 53 | 0 | 0.00% | 100.00% | |
| 54 | 0 | 0.00% | 100.00% | |
| Totals: | 50 | 100.00% | | |

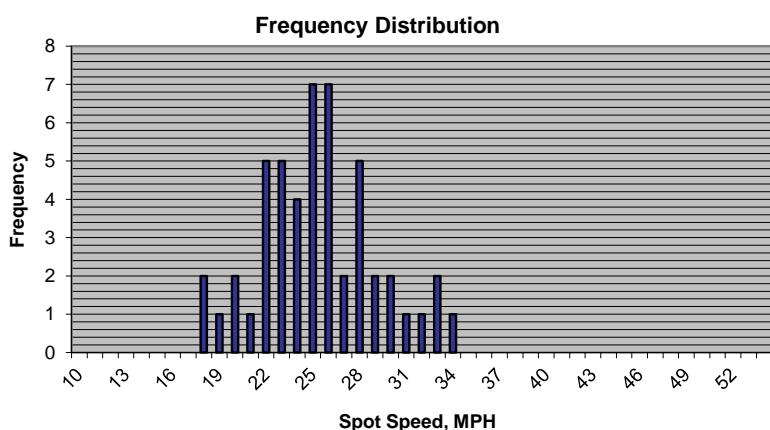
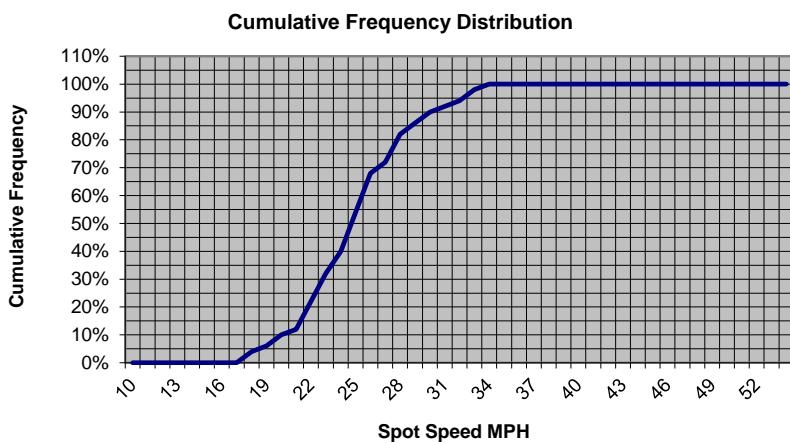
Cumulative Frequency Distribution

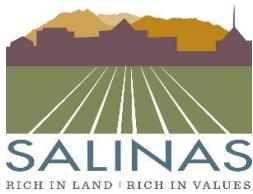
Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---------------------------------|---------|--------------|-----------------------|----------------------|
| Street: | Lincoln Avenue | | Direction: | SBD | Comments: No. 113 |
| Between: | W Market Street and Clay Street | | Day: | Tuesday | |
| Survey Location: | 361 Lincoln Ave | | Hours: | From: 11:55 To: 12:40 | |
| Speed Limit: | 25 MPH | | Weather: | Clear | |
| Date: | 05/06/25 | | Observer(s): | Rodolfo C. | |
| Data Analysis: | | | | | |
| MPH | Frequency | Percent | Cumulative % | | |
| 10 | 0 | 0.00% | 0.00% | | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 0 | 0.00% | 0.00% | | |
| 15 | 0 | 0.00% | 0.00% | | |
| 16 | 0 | 0.00% | 0.00% | | |
| 17 | 0 | 0.00% | 0.00% | | |
| 18 | 2 | 4.00% | 4.00% | | |
| 19 | 1 | 2.00% | 6.00% | | |
| 20 | 2 | 4.00% | 10.00% | | |
| 21 | 1 | 2.00% | 12.00% | | |
| 22 | 5 | 10.00% | 22.00% | | |
| 23 | 5 | 10.00% | 32.00% | | |
| 24 | 4 | 8.00% | 40.00% | | |
| 25 | 7 | 14.00% | 54.00% | | |
| 26 | 7 | 14.00% | 68.00% | | |
| 27 | 2 | 4.00% | 72.00% | | |
| 28 | 5 | 10.00% | 82.00% | | |
| 29 | 2 | 4.00% | 86.00% | | |
| 30 | 2 | 4.00% | 90.00% | | |
| 31 | 1 | 2.00% | 92.00% | | |
| 32 | 1 | 2.00% | 94.00% | | |
| 33 | 2 | 4.00% | 98.00% | | |
| 34 | 1 | 2.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---------------------------------|------------------|--------------|--|---------------------------------|
| Street: | Lincoln Avenue | | | Direction: <u>NBD/SBD</u> | Comments: No. 113 |
| Between: | W Market Street and Clay Street | | | | |
| Survey Location: | 361 Lincoln Ave | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 05/06/25 | | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>11:55</u> | To: <u>12:40</u> | | | |
| Weather: | Clear | | | | |
| Observer(s): | Rodolfo C. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>25.4</u> MPH | |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: <u>12.55</u> | |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: <u>3.5</u> | |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: <u>0.1255</u> | |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: <u>0.4</u> | |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: <u>20</u> To: <u>29</u> MPH | |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: <u>85.0%</u> | |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: <u>85</u> | |
| 18 | 3 | 3.00% | 3.00% | 50th Percentile Speed: <u>25</u> MPH | |
| 19 | 1 | 1.00% | 4.00% | 85th Percentile Speed: <u>29</u> MPH | |
| 20 | 5 | 5.00% | 9.00% | 90th Percentile Speed: <u>30</u> MPH | |
| 21 | 2 | 2.00% | 11.00% | 95th Percentile Speed: <u>32</u> MPH | |
| 22 | 10 | 10.00% | 21.00% | | |
| 23 | 10 | 10.00% | 31.00% | | |
| 24 | 11 | 11.00% | 42.00% | | |
| 25 | 12 | 12.00% | 54.00% | | |
| 26 | 12 | 12.00% | 66.00% | | |
| 27 | 7 | 7.00% | 73.00% | | |
| 28 | 10 | 10.00% | 83.00% | | |
| 29 | 6 | 6.00% | 89.00% | | |
| 30 | 3 | 3.00% | 92.00% | | |
| 31 | 1 | 1.00% | 93.00% | | |
| 32 | 3 | 3.00% | 96.00% | | |
| 33 | 2 | 2.00% | 98.00% | | |
| 34 | 2 | 2.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SITE CODE
113

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Lincoln Ave. between W. Market St. and Clay St.

DATE 05/06 DAY Tuesday TIME 11:55 TO 12:40

OBSERVER Rodolfo C. CALCULATED BY Alejandro M. WEATHER Sunny

| Direction: <u>N.B.</u> | | Number of Vehicles AWAY | | | |
|------------------------|---|-------------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
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| 33 | | | | | |
| 32 | X | | | | |
| 31 | | | | | |
| 30 | X | X | | | |
| 29 | X | | | | |
| 28 | X | | | | |
| 27 | X | X | X | | |
| 26 | X | X | X | X | |
| 25 | X | X | X | X | X |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | X | X | X | X | X |
| 21 | X | X | X | X | X |
| 20 | X | X | X | X | X |
| 19 | X | | | | |
| 18 | X | X | X | X | X |
| 17 | X | X | X | X | X |
| 16 | X | X | X | X | X |
| 15 | X | | | | |
| 14 | | | | | |
| 13 | | | | | |
| 12 | | | | | |
| 11 | | | | | |
| 10 | | | | | |

| Direction: <u>S.B.</u> | | Number of Vehicles CLOSE | | | |
|------------------------|---|--------------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
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| 33 | X | X | | | |
| 32 | X | X | X | | |
| 31 | X | | | | |
| 30 | | | | | |
| 29 | X | X | X | | |
| 28 | X | X | X | | |
| 27 | X | X | X | X | |
| 26 | X | X | X | X | X |
| 25 | X | X | X | X | X |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | X | | | | |
| 21 | X | | | | |
| 20 | X | X | X | | |
| 19 | X | X | X | X | |
| 18 | X | | | | |
| 17 | X | | | | |
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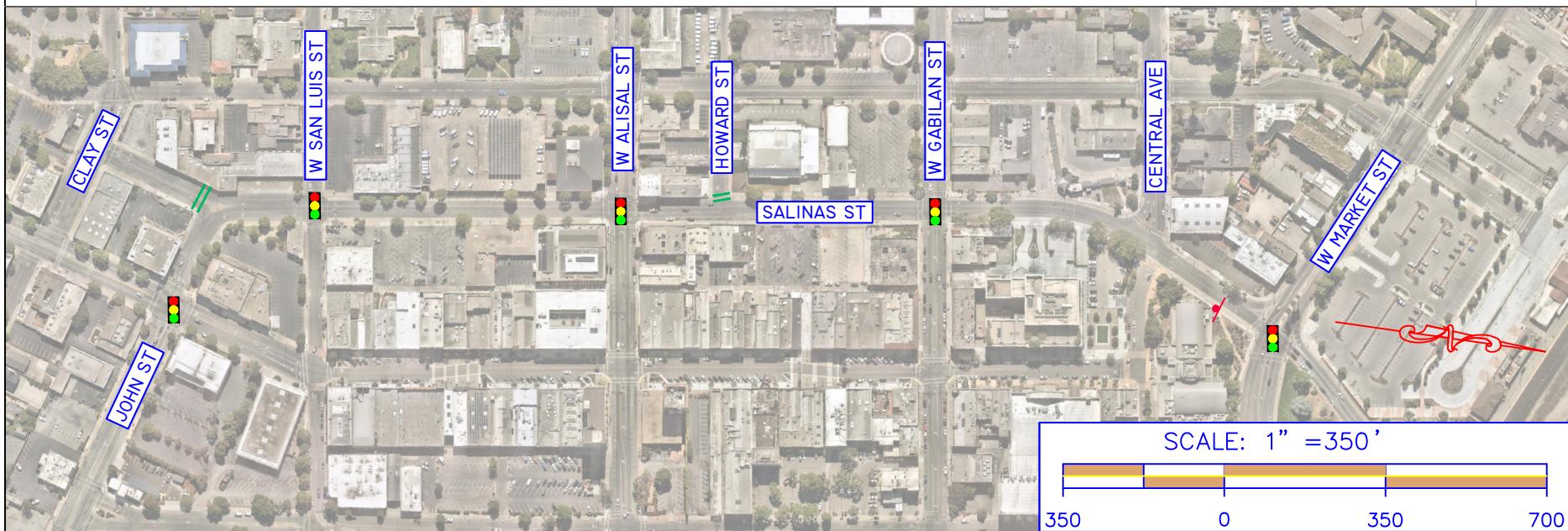
MM MM

MM MM

**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: SALINAS STREET
BETWEEN: W MARKET ST & CLAY ST
SURVEY DATE: 04/25/2025 (EXPIRES IN 2030)**

114



COMMENTS:

This segment of Salinas Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes mix and office use. Speed data was collected on April 25, 2025, revealed the 85th percentile speed of 22 mph. The 10 mph pace ranges from 15 mph to 24 mph and suggests the 85th percentile is within this range. More than 50% of the property contiguous to one side of Salinas Street is occupied by businesses, meeting the criteria of a business district as defined in Section 235 of the CVC. Section 22352 of the CVC sets the prima facie speed limit for business districts of 25 mph. Based on the surrounding land use, and the 10 mph pace range, and Section 22352 of the CVC, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|---------------------------|------------|
| Distance | Approximately 2,700 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 42 Feet | |
| No. Lanes and Median | 3-Lane Major Arterial | |
| Proposed Speed Zone | 25 MPH | |
| 85th Percentile Speed | 22 MPH | |
| Traffic Volume (Date) | 7,853 (2024) | |
| Accident Data (2 years) | 10 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 3.41 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---|------------------|--------------|-----------------------|--------------------------|
| Street: | Salinas Street | | | Direction: <u>NBD</u> | Comments: No. 114 |
| Between: | <u>West Market Street & Clay Street</u> | | | | |
| Survey Location: | <u>Salinas Street & John Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/25/25</u> | | Day: | <u>Friday</u> | |
| Hours: | From: <u>03:57</u> | To: <u>04:37</u> | | | |
| Weather: | <u>Sunny</u> | | | | |
| Observer(s): | <u>Sean L. & Eva H.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 2 | 4.00% | 4.00% | | |
| 15 | 4 | 8.00% | 12.00% | | |
| 16 | 8 | 16.00% | 28.00% | | |
| 17 | 5 | 10.00% | 38.00% | | |
| 18 | 5 | 10.00% | 48.00% | | |
| 19 | 4 | 8.00% | 56.00% | | |
| 20 | 11 | 22.00% | 78.00% | | |
| 21 | 6 | 12.00% | 90.00% | | |
| 22 | 2 | 4.00% | 94.00% | | |
| 23 | 1 | 2.00% | 96.00% | | |
| 24 | 2 | 4.00% | 100.00% | | |
| 25 | 0 | 0.00% | 100.00% | | |
| 26 | 0 | 0.00% | 100.00% | | |
| 27 | 0 | 0.00% | 100.00% | | |
| 28 | 0 | 0.00% | 100.00% | | |
| 29 | 0 | 0.00% | 100.00% | | |
| 30 | 0 | 0.00% | 100.00% | | |
| 31 | 0 | 0.00% | 100.00% | | |
| 32 | 0 | 0.00% | 100.00% | | |
| 33 | 0 | 0.00% | 100.00% | | |
| 34 | 0 | 0.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

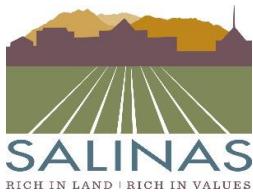


CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---|------------------|--------------|-----------------------|--------------------------|
| Street: | Salinas Street | | | Direction: <u>SBD</u> | Comments: No. 114 |
| Between: | <u>West Market Street & Clay Street</u> | | | | |
| Survey Location: | <u>Salinas Street & John Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/25/25</u> | | Day: | <u>Friday</u> | |
| Hours: | From: <u>03:57</u> | To: <u>04:37</u> | | | |
| Weather: | <u>Sunny</u> | | | | |
| Observer(s): | <u>Sean L. & Eva H.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | <u>0</u> | 0.00% | 0.00% | | |
| 11 | <u>0</u> | 0.00% | 0.00% | | |
| 12 | <u>0</u> | 0.00% | 0.00% | | |
| 13 | <u>0</u> | 0.00% | 0.00% | | |
| 14 | <u>1</u> | 2.00% | 2.00% | | |
| 15 | <u>2</u> | 4.00% | 6.00% | | |
| 16 | <u>2</u> | 4.00% | 10.00% | | |
| 17 | <u>2</u> | 4.00% | 14.00% | | |
| 18 | <u>5</u> | 10.00% | 24.00% | | |
| 19 | <u>5</u> | 10.00% | 34.00% | | |
| 20 | <u>9</u> | 18.00% | 52.00% | | |
| 21 | <u>7</u> | 14.00% | 66.00% | | |
| 22 | <u>5</u> | 10.00% | 76.00% | | |
| 23 | <u>8</u> | 16.00% | 92.00% | | |
| 24 | <u>3</u> | 6.00% | 98.00% | | |
| 25 | <u>1</u> | 2.00% | 100.00% | | |
| 26 | <u>0</u> | 0.00% | 100.00% | | |
| 27 | <u>0</u> | 0.00% | 100.00% | | |
| 28 | <u>0</u> | 0.00% | 100.00% | | |
| 29 | <u>0</u> | 0.00% | 100.00% | | |
| 30 | <u>0</u> | 0.00% | 100.00% | | |
| 31 | <u>0</u> | 0.00% | 100.00% | | |
| 32 | <u>0</u> | 0.00% | 100.00% | | |
| 33 | <u>0</u> | 0.00% | 100.00% | | |
| 34 | <u>0</u> | 0.00% | 100.00% | | |
| 35 | <u>0</u> | 0.00% | 100.00% | | |
| 36 | <u>0</u> | 0.00% | 100.00% | | |
| 37 | <u>0</u> | 0.00% | 100.00% | | |
| 38 | <u>0</u> | 0.00% | 100.00% | | |
| 39 | <u>0</u> | 0.00% | 100.00% | | |
| 40 | <u>0</u> | 0.00% | 100.00% | | |
| 41 | <u>0</u> | 0.00% | 100.00% | | |
| 42 | <u>0</u> | 0.00% | 100.00% | | |
| 43 | <u>0</u> | 0.00% | 100.00% | | |
| 44 | <u>0</u> | 0.00% | 100.00% | | |
| 45 | <u>0</u> | 0.00% | 100.00% | | |
| 46 | <u>0</u> | 0.00% | 100.00% | | |
| 47 | <u>0</u> | 0.00% | 100.00% | | |
| 48 | <u>0</u> | 0.00% | 100.00% | | |
| 49 | <u>0</u> | 0.00% | 100.00% | | |
| 50 | <u>0</u> | 0.00% | 100.00% | | |
| 51 | <u>0</u> | 0.00% | 100.00% | | |
| 52 | <u>0</u> | 0.00% | 100.00% | | |
| 53 | <u>0</u> | 0.00% | 100.00% | | |
| 54 | <u>0</u> | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|---|--------------|--------------|---------------------------|--------------------------|
| Street: | Salinas Street | | | Direction: <u>NBD/SBD</u> | Comments: No. 114 |
| Between: | <u>West Market Street & Clay Street</u> | | | | |
| Survey Location: | <u>Salinas Street & John Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/25/25</u> | | Day: | <u>Friday</u> | |
| Hours: | From: | <u>03:57</u> | To: | <u>04:37</u> | |
| Weather: | <u>Sunny</u> | | | | |
| Observer(s): | <u>Sean L. & Eva H.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | <u>0</u> | 0.00% | 0.00% | | |
| 11 | <u>0</u> | 0.00% | 0.00% | | |
| 12 | <u>0</u> | 0.00% | 0.00% | | |
| 13 | <u>0</u> | 0.00% | 0.00% | | |
| 14 | <u>3</u> | 3.00% | 3.00% | | |
| 15 | <u>6</u> | 6.00% | 9.00% | | |
| 16 | <u>10</u> | 10.00% | 19.00% | | |
| 17 | <u>7</u> | 7.00% | 26.00% | | |
| 18 | <u>10</u> | 10.00% | 36.00% | | |
| 19 | <u>9</u> | 9.00% | 45.00% | | |
| 20 | <u>20</u> | 20.00% | 65.00% | | |
| 21 | <u>13</u> | 13.00% | 78.00% | | |
| 22 | <u>7</u> | 7.00% | 85.00% | | |
| 23 | <u>9</u> | 9.00% | 94.00% | | |
| 24 | <u>5</u> | 5.00% | 99.00% | | |
| 25 | <u>1</u> | 1.00% | 100.00% | | |
| 26 | <u>0</u> | 0.00% | 100.00% | | |
| 27 | <u>0</u> | 0.00% | 100.00% | | |
| 28 | <u>0</u> | 0.00% | 100.00% | | |
| 29 | <u>0</u> | 0.00% | 100.00% | | |
| 30 | <u>0</u> | 0.00% | 100.00% | | |
| 31 | <u>0</u> | 0.00% | 100.00% | | |
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| 35 | <u>0</u> | 0.00% | 100.00% | | |
| 36 | <u>0</u> | 0.00% | 100.00% | | |
| 37 | <u>0</u> | 0.00% | 100.00% | | |
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| 39 | <u>0</u> | 0.00% | 100.00% | | |
| 40 | <u>0</u> | 0.00% | 100.00% | | |
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| 42 | <u>0</u> | 0.00% | 100.00% | | |
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| 46 | <u>0</u> | 0.00% | 100.00% | | |
| 47 | <u>0</u> | 0.00% | 100.00% | | |
| 48 | <u>0</u> | 0.00% | 100.00% | | |
| 49 | <u>0</u> | 0.00% | 100.00% | | |
| 50 | <u>0</u> | 0.00% | 100.00% | | |
| 51 | <u>0</u> | 0.00% | 100.00% | | |
| 52 | <u>0</u> | 0.00% | 100.00% | | |
| 53 | <u>0</u> | 0.00% | 100.00% | | |
| 54 | <u>0</u> | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Time Mean Speed: 19.4 MPH

Sample Variance: 7.29

Standard Deviation: 2.7

Variance of the Mean: 0.0729

Standard Error of the Mean: 0.3

10 MPH Pace: 15 To: 24 MPH

Percent in Pace: 96.0%

Vehicles in Pace: 96

50th Percentile Speed: 20 MPH

85th Percentile Speed: 22 MPH

90th Percentile Speed: 23 MPH

95th Percentile Speed: 24 MPH

Cumulative Frequency Distribution

Cumulative Frequency Distribution

Cumulative Frequency

Spot Speed MPH

Frequency Distribution

Frequency

Spot Speed, MPH

| |
|-----------|
| SITE CODE |
| 114 |

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Salinas St. between W. Market St. and Clay St.

DATE 04/25/25 DAY Friday TIME 3:57 TO 4:37

OBSERVER Sean L. CALCULATED BY _____ WEATHER _____

morning

| Direction: | N.B. | | | |
|------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
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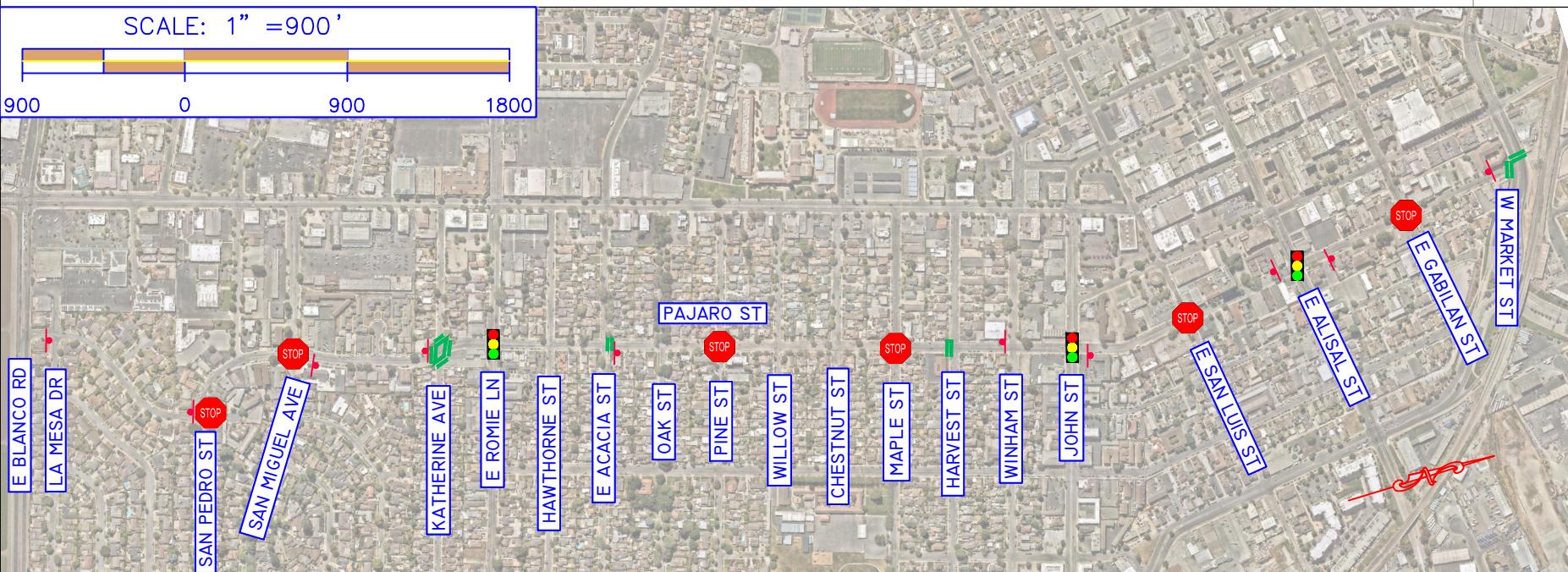
| Direction: | S.B. | | | |
|------------|--------------------|----|----|----|
| MPH | Number of Vehicles | | | |
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: PAJARO STREET
BETWEEN: E MARKET ST & E BLANCO RD
SURVEY DATE: 04/25/2025 (EXPIRES IN 2030)**

116

SCALE: 1" = 900'



COMMENTS:

This segment of Pajaro Street is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and office use. Speed data collected on April 25, 2025, revealed the 85th percentile speed of 31 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|---------------------------|------------|
| Distance | Approximately 8,950 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 48 Feet | |
| No. Lanes and Median | 2-Lane Minor Arterial | |
| Proposed Speed Zone | 25 MPH | |
| 85 th Percentile Speed | 31 MPH | |
| Traffic Volume (Date) | 6,598 (2025) | |
| Accident Data (2 years) | 30 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 3.67 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--|---------|------------------|-----------------------|---------------------------------|
| Street: | Pajaro Street | | | Direction: <u>NBD</u> | Comments: No. 116 |
| Between: | <u>East Market Street & East Blanco Road</u> | | | | |
| Survey Location: | <u>Pajaro Street & East Acacia Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/25/25</u> | | | Day: <u>Friday</u> | |
| Hours: | From: <u>03:26</u> | | To: <u>03:40</u> | | |
| Weather: | <u>Sunny</u> | | | | |
| Observer(s): | <u>Sean L. & Eva H.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 0 | 0.00% | 0.00% | | |
| 15 | 0 | 0.00% | 0.00% | | |
| 16 | 0 | 0.00% | 0.00% | | |
| 17 | 0 | 0.00% | 0.00% | | |
| 18 | 0 | 0.00% | 0.00% | | |
| 19 | 0 | 0.00% | 0.00% | | |
| 20 | 0 | 0.00% | 0.00% | | |
| 21 | 0 | 0.00% | 0.00% | | |
| 22 | 0 | 0.00% | 0.00% | | |
| 23 | 7 | 14.00% | 14.00% | | |
| 24 | 2 | 4.00% | 18.00% | | |
| 25 | 7 | 14.00% | 32.00% | | |
| 26 | 10 | 20.00% | 52.00% | | |
| 27 | 6 | 12.00% | 64.00% | | |
| 28 | 4 | 8.00% | 72.00% | | |
| 29 | 4 | 8.00% | 80.00% | | |
| 30 | 1 | 2.00% | 82.00% | | |
| 31 | 3 | 6.00% | 88.00% | | |
| 32 | 2 | 4.00% | 92.00% | | |
| 33 | 4 | 8.00% | 100.00% | | |
| 34 | 0 | 0.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--|------------------|--------------|-----------------------|---------------------------------|
| Street: | Pajaro Street | | | Direction: <u>SBD</u> | Comments: <u>No. 116</u> |
| Between: | <u>East Market Street & East Blanco Road</u> | | | | |
| Survey Location: | <u>Pajaro Street & East Acacia Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/25/25</u> | | | Day: <u>Friday</u> | |
| Hours: | From: <u>03:26</u> | To: <u>03:40</u> | | | |
| Weather: | <u>Sunny</u> | | | | |
| Observer(s): | <u>Sean L. & Eva H.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | <u>0</u> | 0.00% | 0.00% | | |
| 11 | <u>0</u> | 0.00% | 0.00% | | |
| 12 | <u>0</u> | 0.00% | 0.00% | | |
| 13 | <u>0</u> | 0.00% | 0.00% | | |
| 14 | <u>0</u> | 0.00% | 0.00% | | |
| 15 | <u>0</u> | 0.00% | 0.00% | | |
| 16 | <u>0</u> | 0.00% | 0.00% | | |
| 17 | <u>0</u> | 0.00% | 0.00% | | |
| 18 | <u>0</u> | 0.00% | 0.00% | | |
| 19 | <u>0</u> | 0.00% | 0.00% | | |
| 20 | <u>0</u> | 0.00% | 0.00% | | |
| 21 | <u>0</u> | 0.00% | 0.00% | | |
| 22 | <u>0</u> | 0.00% | 0.00% | | |
| 23 | <u>0</u> | 0.00% | 0.00% | | |
| 24 | <u>1</u> | 2.00% | 2.00% | | |
| 25 | <u>11</u> | 22.00% | 24.00% | | |
| 26 | <u>10</u> | 20.00% | 44.00% | | |
| 27 | <u>4</u> | 8.00% | 52.00% | | |
| 28 | <u>5</u> | 10.00% | 62.00% | | |
| 29 | <u>6</u> | 12.00% | 74.00% | | |
| 30 | <u>5</u> | 10.00% | 84.00% | | |
| 31 | <u>2</u> | 4.00% | 88.00% | | |
| 32 | <u>2</u> | 4.00% | 92.00% | | |
| 33 | <u>2</u> | 4.00% | 96.00% | | |
| 34 | <u>0</u> | 0.00% | 96.00% | | |
| 35 | <u>2</u> | 4.00% | 100.00% | | |
| 36 | <u>0</u> | 0.00% | 100.00% | | |
| 37 | <u>0</u> | 0.00% | 100.00% | | |
| 38 | <u>0</u> | 0.00% | 100.00% | | |
| 39 | <u>0</u> | 0.00% | 100.00% | | |
| 40 | <u>0</u> | 0.00% | 100.00% | | |
| 41 | <u>0</u> | 0.00% | 100.00% | | |
| 42 | <u>0</u> | 0.00% | 100.00% | | |
| 43 | <u>0</u> | 0.00% | 100.00% | | |
| 44 | <u>0</u> | 0.00% | 100.00% | | |
| 45 | <u>0</u> | 0.00% | 100.00% | | |
| 46 | <u>0</u> | 0.00% | 100.00% | | |
| 47 | <u>0</u> | 0.00% | 100.00% | | |
| 48 | <u>0</u> | 0.00% | 100.00% | | |
| 49 | <u>0</u> | 0.00% | 100.00% | | |
| 50 | <u>0</u> | 0.00% | 100.00% | | |
| 51 | <u>0</u> | 0.00% | 100.00% | | |
| 52 | <u>0</u> | 0.00% | 100.00% | | |
| 53 | <u>0</u> | 0.00% | 100.00% | | |
| 54 | <u>0</u> | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Time Mean Speed: 27.9 MPH

Sample Variance: 7.80

Standard Deviation: 2.8

Variance of the Mean: 0.1560

Standard Error of the Mean: 0.4

10 MPH Pace: 24 To: 33 MPH

Percent in Pace: 96.0%

Vehicles in Pace: 48

50th Percentile Speed: 27 MPH

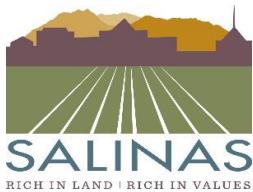
85th Percentile Speed: 31 MPH

90th Percentile Speed: 32 MPH

95th Percentile Speed: 33 MPH

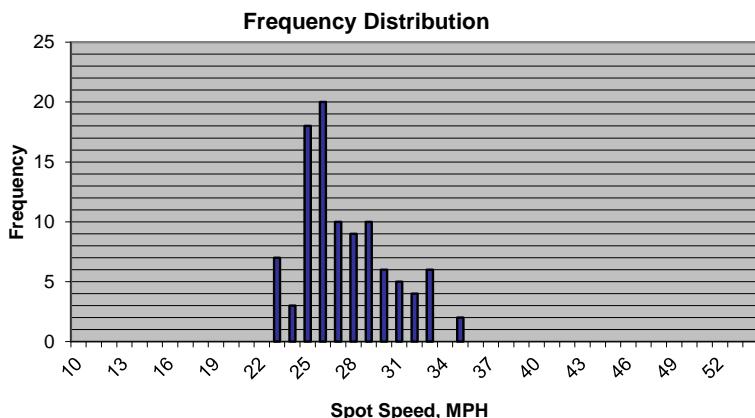
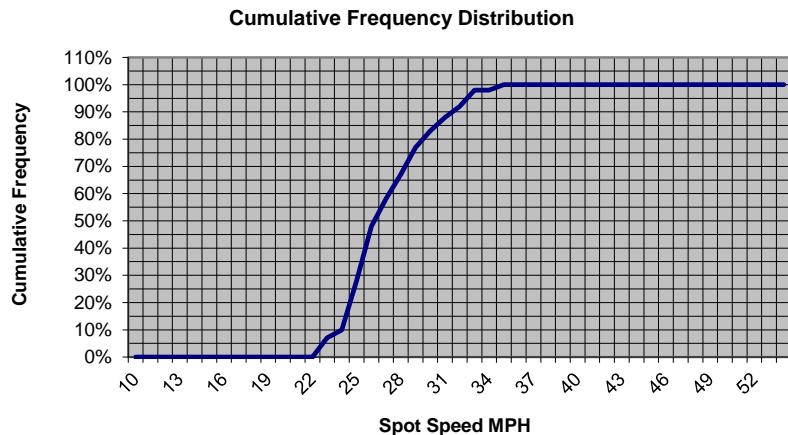
Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--|------------------|--------------|---|---------------------------------|
| Street: | Pajaro Street | | | Direction: <u>NBD/SBD</u> | Comments: No. 116 |
| Between: | <u>East Market Street & East Blanco Road</u> | | | | |
| Survey Location: | <u>Pajaro Street & East Acacia Street</u> | | | | |
| Speed Limit: | <u>25 MPH</u> | | | | |
| Date: | <u>04/25/25</u> | | | Day: <u>Friday</u> | |
| Hours: | From: <u>03:26</u> | To: <u>03:40</u> | | | |
| Weather: | <u>Sunny</u> | | | | |
| Observer(s): | <u>Sean L. & Eva H.</u> | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>27.5 MPH</u> Sample Variance: <u>8.45</u> Standard Deviation: <u>2.9</u> Variance of the Mean: <u>0.0845</u> Standard Error of the Mean: <u>0.3</u> 10 MPH Pace: <u>23</u> To: <u>32 MPH</u> Percent in Pace: <u>92.0%</u> Vehicles in Pace: <u>92</u> 50th Percentile Speed: <u>27 MPH</u> 85th Percentile Speed: <u>31 MPH</u> 90th Percentile Speed: <u>32 MPH</u> 95th Percentile Speed: <u>33 MPH</u> | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 0 | 0.00% | 0.00% | | |
| 15 | 0 | 0.00% | 0.00% | | |
| 16 | 0 | 0.00% | 0.00% | | |
| 17 | 0 | 0.00% | 0.00% | | |
| 18 | 0 | 0.00% | 0.00% | | |
| 19 | 0 | 0.00% | 0.00% | | |
| 20 | 0 | 0.00% | 0.00% | | |
| 21 | 0 | 0.00% | 0.00% | | |
| 22 | 0 | 0.00% | 0.00% | | |
| 23 | 7 | 7.00% | 7.00% | | |
| 24 | 3 | 3.00% | 10.00% | | |
| 25 | 18 | 18.00% | 28.00% | | |
| 26 | 20 | 20.00% | 48.00% | | |
| 27 | 10 | 10.00% | 58.00% | | |
| 28 | 9 | 9.00% | 67.00% | | |
| 29 | 10 | 10.00% | 77.00% | | |
| 30 | 6 | 6.00% | 83.00% | | |
| 31 | 5 | 5.00% | 88.00% | | |
| 32 | 4 | 4.00% | 92.00% | | |
| 33 | 6 | 6.00% | 98.00% | | |
| 34 | 0 | 0.00% | 98.00% | | |
| 35 | 2 | 2.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
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| 39 | 0 | 0.00% | 100.00% | | |
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| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |



SITE CODE
116

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Pajaro St. between E. Market St. and E. Blanco Rd.

DATE 04/25/75 DAY Friday

TIME 3:26 TO 3:40

OBSERVER Sean L. CALCULATED BY gway

WEATHER Sunny

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
| 69 | | | | |
| 68 | | | | |
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| 12 | 1 | | | |
| 11 | 1 | | | |
| 10 | 1 | | | |

| MPH | Number of Vehicles | | | |
|-----|--------------------|----|----|----|
| | 5 | 10 | 15 | 20 |
| 70 | | | | |
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| 33 | 1 | | | |
| 32 | 1 | | | |
| 31 | 1 | | | |
| 30 | 1 | | | |
| 29 | 1 | | | |
| 28 | 1 | | | |
| 27 | 1 | | | |
| 26 | 1 | | | |
| 25 | 1 | | | |
| 24 | 1 | | | |
| 23 | 1 | | | |
| 22 | 1 | | | |
| 21 | 1 | | | |
| 20 | 1 | | | |
| 19 | 1 | | | |
| 18 | 1 | | | |
| 17 | 1 | | | |
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| 10 | 1 | | | |

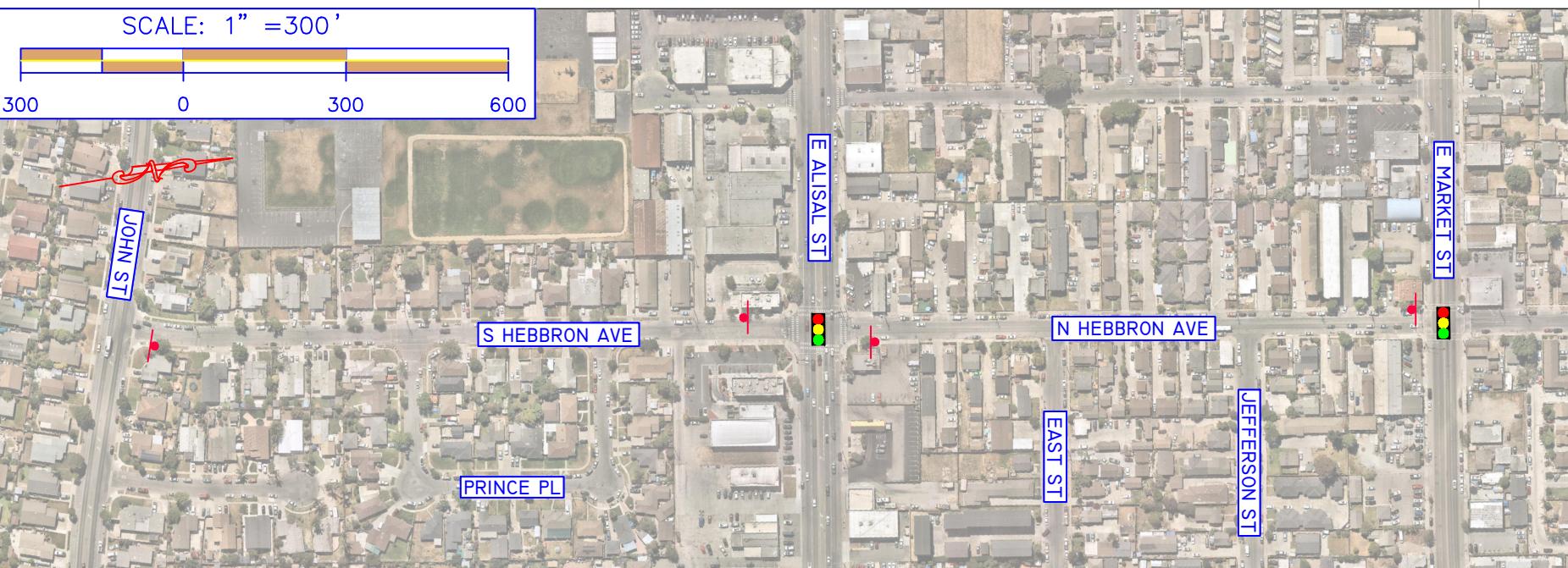
**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: HEBBON AVENUE
BETWEEN: E MARKET ST & JOHN ST
SURVEY DATE: 06/04/2025 (EXPIRES IN 2030)**

117

SCALE: 1" = 300'

300 0 300 600



COMMENTS:

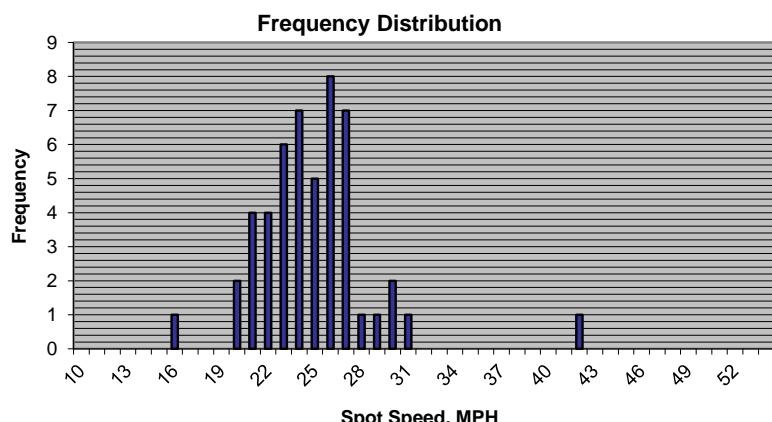
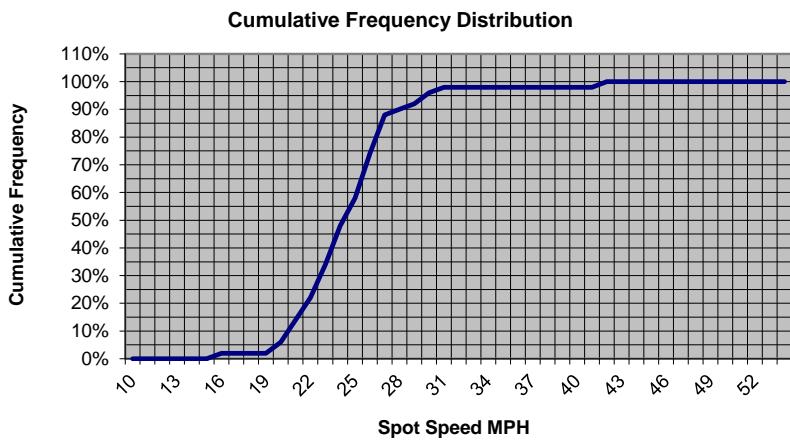
This segment of Hebron Avenue is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes and office areas. Speed data collected on June 4, 2025, revealed the 85th percentile speed of 28 mph. The 10 mph pace ranges from 20 mph to 29 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 2,450 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (36 to 42 Feet) | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 25 MPH | |
| 85 th Percentile Speed | 28 MPH | |
| Traffic Volume (Date) | 4,988 (2025) | |
| Accident Data (2 years) | 3 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 1.78 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|----------------------------------|------------------|--------------|---|---------------------------------|
| Street: | Hebron Avenue | | | Direction: <u>NBD</u> | Comments: No. 117 |
| Between: | East Market Street & John Street | | | | |
| Survey Location: | 700 North Hebron Avenue | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 06/04/25 | | | Day: <u>Wednesday</u> | |
| Hours: | From: <u>02:30</u> | To: <u>03:23</u> | | | |
| Weather: | Sunny | | | | |
| Observer(s): | Rodolfo C | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | <p>Time Mean Speed: <u>24.9</u> MPH Sample Variance: <u>14.24</u> Standard Deviation: <u>3.8</u> Variance of the Mean: <u>0.2848</u> Standard Error of the Mean: <u>0.5</u> 10 MPH Pace: <u>20</u> To: <u>29</u> MPH Percent in Pace: <u>90.0%</u> Vehicles in Pace: <u>45</u> 50th Percentile Speed: <u>25</u> MPH 85th Percentile Speed: <u>27</u> MPH 90th Percentile Speed: <u>28</u> MPH 95th Percentile Speed: <u>30</u> MPH</p> | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 0 | 0.00% | 0.00% | | |
| 15 | 0 | 0.00% | 0.00% | | |
| 16 | 1 | 2.00% | 2.00% | | |
| 17 | 0 | 0.00% | 2.00% | | |
| 18 | 0 | 0.00% | 2.00% | | |
| 19 | 0 | 0.00% | 2.00% | | |
| 20 | 2 | 4.00% | 6.00% | | |
| 21 | 4 | 8.00% | 14.00% | | |
| 22 | 4 | 8.00% | 22.00% | | |
| 23 | 6 | 12.00% | 34.00% | | |
| 24 | 7 | 14.00% | 48.00% | | |
| 25 | 5 | 10.00% | 58.00% | | |
| 26 | 8 | 16.00% | 74.00% | | |
| 27 | 7 | 14.00% | 88.00% | | |
| 28 | 1 | 2.00% | 90.00% | | |
| 29 | 1 | 2.00% | 92.00% | | |
| 30 | 2 | 4.00% | 96.00% | | |
| 31 | 1 | 2.00% | 98.00% | | |
| 32 | 0 | 0.00% | 98.00% | | |
| 33 | 0 | 0.00% | 98.00% | | |
| 34 | 0 | 0.00% | 98.00% | | |
| 35 | 0 | 0.00% | 98.00% | | |
| 36 | 0 | 0.00% | 98.00% | | |
| 37 | 0 | 0.00% | 98.00% | | |
| 38 | 0 | 0.00% | 98.00% | | |
| 39 | 0 | 0.00% | 98.00% | | |
| 40 | 0 | 0.00% | 98.00% | | |
| 41 | 0 | 0.00% | 98.00% | | |
| 42 | 1 | 2.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |





CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | |
|--|--|--|
| <p>Street: <u>Hebron Avenue</u> Direction: <u>SBD</u> Between: <u>East Market Street & John Street</u> Comments: <u>No. 117</u> Survey Location: <u>700 North Hebron Avenue</u> Speed Limit: <u>25 MPH</u> Date: <u>06/04/25</u> Day: <u>Wednesday</u> Hours: From: <u>02:30</u> To: <u>03:23</u> Weather: <u>Sunny</u> Observer(s): <u>Rodolfo C</u></p> | <p>Street: <u>Hebron Avenue</u> Direction: <u>SBD</u> Between: <u>East Market Street & John Street</u> Comments: <u>No. 117</u> Survey Location: <u>700 North Hebron Avenue</u> Speed Limit: <u>25 MPH</u> Date: <u>06/04/25</u> Day: <u>Wednesday</u> Hours: From: <u>02:30</u> To: <u>03:23</u> Weather: <u>Sunny</u> Observer(s): <u>Rodolfo C</u></p> | <p>Data Analysis:</p> <p>Time Mean Speed: <u>24.4 MPH</u> Sample Variance: <u>16.68</u> Standard Deviation: <u>4.1</u> Variance of the Mean: <u>0.3336</u> Standard Error of the Mean: <u>0.6</u> 10 MPH Pace: <u>20</u> To: <u>29 MPH</u> Percent in Pace: <u>80.0%</u> Vehicles in Pace: <u>40</u> 50th Percentile Speed: <u>25 MPH</u> 85th Percentile Speed: <u>29 MPH</u> 90th Percentile Speed: <u>29 MPH</u> 95th Percentile Speed: <u>32 MPH</u></p> |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals: 50 100.00% <u></u></p> | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|----------------------------------|------------------|--------------|--|---------------------------------|
| Street: | Hebron Avenue | | | Direction: <u>NBD/SBD</u> | Comments: No. 117 |
| Between: | East Market Street & John Street | | | 25 MPH | |
| Survey Location: | 700 North Hebron Avenue | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 06/04/25 | | | Day: <u>Wednesday</u> | |
| Hours: | From: <u>02:30</u> | To: <u>03:23</u> | | | |
| Weather: | Sunny | | | | |
| Observer(s): | Rodolfo C | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>24.6</u> MPH | |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: <u>15.38</u> | |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: <u>3.9</u> | |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: <u>0.1538</u> | |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: <u>0.4</u> | |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: <u>20</u> To: <u>29</u> MPH | |
| 16 | 2 | 2.00% | 2.00% | Percent in Pace: <u>85.0%</u> | |
| 17 | 2 | 2.00% | 4.00% | Vehicles in Pace: <u>85</u> | |
| 18 | 2 | 2.00% | 6.00% | 50th Percentile Speed: <u>25</u> MPH | |
| 19 | 2 | 2.00% | 8.00% | 85th Percentile Speed: <u>28</u> MPH | |
| 20 | 4 | 4.00% | 12.00% | 90th Percentile Speed: <u>29</u> MPH | |
| 21 | 8 | 8.00% | 20.00% | 95th Percentile Speed: <u>30</u> MPH | |
| 22 | 8 | 8.00% | 28.00% | | |
| 23 | 8 | 8.00% | 36.00% | | |
| 24 | 12 | 12.00% | 48.00% | | |
| 25 | 11 | 11.00% | 59.00% | | |
| 26 | 11 | 11.00% | 70.00% | | |
| 27 | 13 | 13.00% | 83.00% | | |
| 28 | 4 | 4.00% | 87.00% | | |
| 29 | 6 | 6.00% | 93.00% | | |
| 30 | 2 | 2.00% | 95.00% | | |
| 31 | 1 | 1.00% | 96.00% | | |
| 32 | 2 | 2.00% | 98.00% | | |
| 33 | 1 | 1.00% | 99.00% | | |
| 34 | 0 | 0.00% | 99.00% | | |
| 35 | 0 | 0.00% | 99.00% | | |
| 36 | 0 | 0.00% | 99.00% | | |
| 37 | 0 | 0.00% | 99.00% | | |
| 38 | 0 | 0.00% | 99.00% | | |
| 39 | 0 | 0.00% | 99.00% | | |
| 40 | 0 | 0.00% | 99.00% | | |
| 41 | 0 | 0.00% | 99.00% | | |
| 42 | 1 | 1.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SITE CODE
117

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Hebbron Ave. between E. Market St. and John St.

DATE 06/04 DAY Wednesday TIME 2:30 TO 3:23

OBSERVER Rodolfo C CALCULATED BY Rodolfo C WEATHER Sunny

| Direction: <u>N.B.</u> <u>AWAY</u> | | Number of Vehicles <u>AWAY</u> | | | |
|------------------------------------|---|--------------------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
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| 30 | X | | | | |
| 29 | X | | | | |
| 28 | X | | | | |
| 27 | X | X | X | X | X |
| 26 | X | X | X | X | X |
| 25 | X | X | X | X | X |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | X | X | X | X | X |
| 21 | X | X | X | X | X |
| 20 | X | X | X | X | X |
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| 10 | | | | | |

| Direction: <u>S.B.</u> | | Number of Vehicles <u>CLOSE</u> | | | |
|------------------------|---|---------------------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
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| 32 | X | X | X | X | X |
| 31 | X | | | | |
| 30 | X | | | | |
| 29 | X | X | X | X | X |
| 28 | X | X | X | X | X |
| 27 | X | X | X | X | X |
| 26 | X | X | X | X | X |
| 25 | X | X | X | X | X |
| 24 | X | X | X | X | X |
| 23 | X | X | X | X | X |
| 22 | X | X | X | X | X |
| 21 | X | X | X | X | X |
| 20 | X | X | X | X | X |
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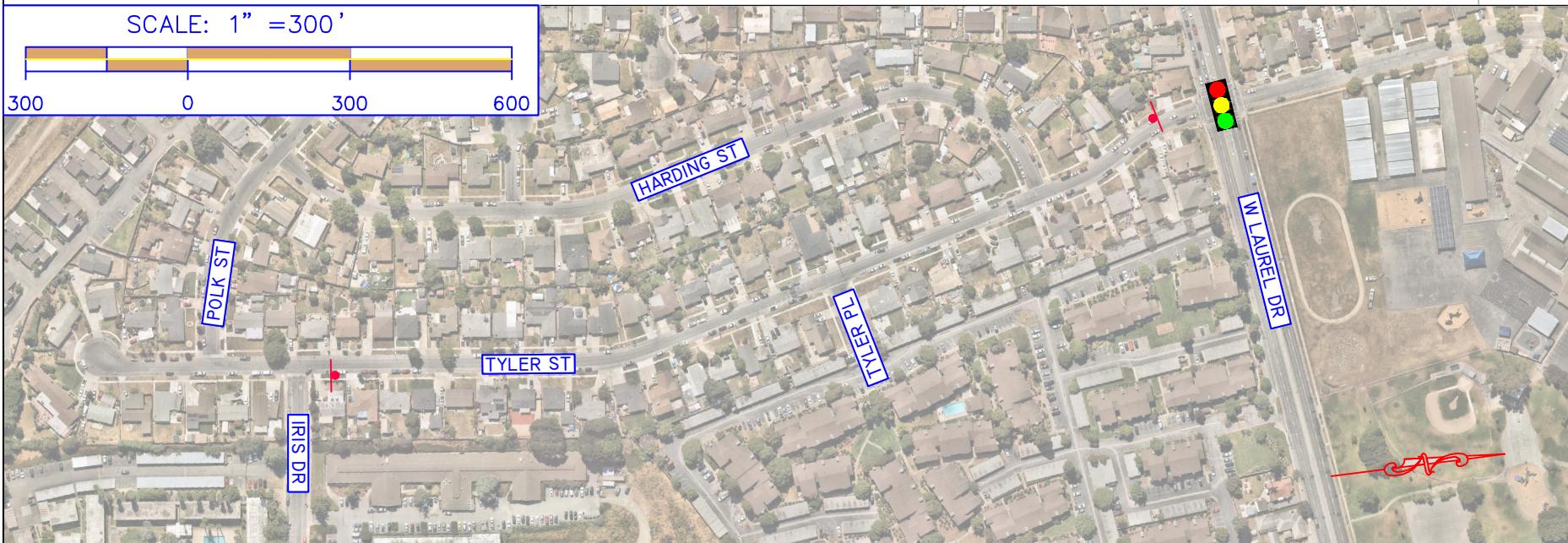
**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: TYLER STREET
BETWEEN: W LAUREL DR & IRIS DR
SURVEY DATE: 04/28/2025 (EXPIRES IN 2030)**

118

SCALE: 1" = 300'

300 0 300 600



COMMENTS:

This segment of Tyler Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes. Speed data collected April 28, 2025 revealed the 85th percentile speed of 26 mph. The 10 mph pace ranges from 19 mph to 28 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|--|
| Distance | Approximately 1,800 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 32 Feet | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 25 MPH | |
| 85 th Percentile Speed | 26 MPH | |
| Traffic Volume (Date) | 2,394 (2025) | |
| Accident Data (2 years) | 4 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 6.73 Acc./MVM | |
| | | ALL-WAY STOP SIGNAL SPEED LIMIT SIGN CITY LIMITS CROSSWALK SCHOOL CROSSWALK |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| <p>Street: <u>Tyler Street</u> Direction: <u>NBD</u> Between: <u>Iris Drive & West Laurel Drive</u> Comments: <u>No. 118</u> Survey Location: <u>1062 Tyler Street</u> Speed Limit: <u>25 MPH</u> Date: <u>04/28/25</u> Day: <u>Monday</u> Hours: From: <u>01:42</u> To: <u>02:34</u> Weather: <u>Sunny</u> Observer(s): <u>Rodolfo C</u></p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MPH</th> <th>Frequency</th> <th>Percent</th> <th>Cumulative %</th> </tr> </thead> <tbody> <tr><td>10</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>11</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>12</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>13</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>14</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>15</td><td>0</td><td>0.00%</td><td>0.00%</td></tr> <tr><td>16</td><td>2</td><td>4.00%</td><td>4.00%</td></tr> <tr><td>17</td><td>3</td><td>6.00%</td><td>10.00%</td></tr> <tr><td>18</td><td>3</td><td>6.00%</td><td>16.00%</td></tr> <tr><td>19</td><td>5</td><td>10.00%</td><td>26.00%</td></tr> <tr><td>20</td><td>6</td><td>12.00%</td><td>38.00%</td></tr> <tr><td>21</td><td>3</td><td>6.00%</td><td>44.00%</td></tr> <tr><td>22</td><td>4</td><td>8.00%</td><td>52.00%</td></tr> <tr><td>23</td><td>8</td><td>16.00%</td><td>68.00%</td></tr> <tr><td>24</td><td>6</td><td>12.00%</td><td>80.00%</td></tr> <tr><td>25</td><td>4</td><td>8.00%</td><td>88.00%</td></tr> <tr><td>26</td><td>1</td><td>2.00%</td><td>90.00%</td></tr> <tr><td>27</td><td>2</td><td>4.00%</td><td>94.00%</td></tr> <tr><td>28</td><td>2</td><td>4.00%</td><td>98.00%</td></tr> <tr><td>29</td><td>1</td><td>2.00%</td><td>100.00%</td></tr> <tr><td>30</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>31</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>32</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>33</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>34</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>35</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>36</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>37</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>38</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>39</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>40</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>41</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>42</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>43</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>44</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>45</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>46</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>47</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>48</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>49</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>50</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>51</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>52</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>53</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>54</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr> <td>Totals:</td> <td>50</td> <td>100.00%</td> <td></td> </tr> </tbody> </table> | MPH | Frequency | Percent | Cumulative % | 10 | 0 | 0.00% | 0.00% | 11 | 0 | 0.00% | 0.00% | 12 | 0 | 0.00% | 0.00% | 13 | 0 | 0.00% | 0.00% | 14 | 0 | 0.00% | 0.00% | 15 | 0 | 0.00% | 0.00% | 16 | 2 | 4.00% | 4.00% | 17 | 3 | 6.00% | 10.00% | 18 | 3 | 6.00% | 16.00% | 19 | 5 | 10.00% | 26.00% | 20 | 6 | 12.00% | 38.00% | 21 | 3 | 6.00% | 44.00% | 22 | 4 | 8.00% | 52.00% | 23 | 8 | 16.00% | 68.00% | 24 | 6 | 12.00% | 80.00% | 25 | 4 | 8.00% | 88.00% | 26 | 1 | 2.00% | 90.00% | 27 | 2 | 4.00% | 94.00% | 28 | 2 | 4.00% | 98.00% | 29 | 1 | 2.00% | 100.00% | 30 | 0 | 0.00% | 100.00% | 31 | 0 | 0.00% | 100.00% | 32 | 0 | 0.00% | 100.00% | 33 | 0 | 0.00% | 100.00% | 34 | 0 | 0.00% | 100.00% | 35 | 0 | 0.00% | 100.00% | 36 | 0 | 0.00% | 100.00% | 37 | 0 | 0.00% | 100.00% | 38 | 0 | 0.00% | 100.00% | 39 | 0 | 0.00% | 100.00% | 40 | 0 | 0.00% | 100.00% | 41 | 0 | 0.00% | 100.00% | 42 | 0 | 0.00% | 100.00% | 43 | 0 | 0.00% | 100.00% | 44 | 0 | 0.00% | 100.00% | 45 | 0 | 0.00% | 100.00% | 46 | 0 | 0.00% | 100.00% | 47 | 0 | 0.00% | 100.00% | 48 | 0 | 0.00% | 100.00% | 49 | 0 | 0.00% | 100.00% | 50 | 0 | 0.00% | 100.00% | 51 | 0 | 0.00% | 100.00% | 52 | 0 | 0.00% | 100.00% | 53 | 0 | 0.00% | 100.00% | 54 | 0 | 0.00% | 100.00% | Totals: | 50 | 100.00% | | <p style="text-align: center;">Data Analysis:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Time Mean Speed:</td><td style="text-align: right;">21.9</td><td>MPH</td></tr> <tr><td>Sample Variance:</td><td style="text-align: right;">10.65</td><td></td></tr> <tr><td>Standard Deviation:</td><td style="text-align: right;">3.3</td><td></td></tr> <tr><td>Variance of the Mean:</td><td style="text-align: right;">0.2130</td><td></td></tr> <tr><td>Standard Error of the Mean:</td><td style="text-align: right;">0.5</td><td></td></tr> <tr><td>10 MPH Pace:</td><td style="text-align: right;">16</td><td>To: 25 MPH</td></tr> <tr><td>Percent in Pace:</td><td style="text-align: right;">88.0%</td><td></td></tr> <tr><td>Vehicles in Pace:</td><td style="text-align: right;">44</td><td></td></tr> <tr><td>50th Percentile Speed:</td><td style="text-align: right;">22</td><td>MPH</td></tr> <tr><td>85th Percentile Speed:</td><td style="text-align: right;">25</td><td>MPH</td></tr> <tr><td>90th Percentile Speed:</td><td style="text-align: right;">26</td><td>MPH</td></tr> <tr><td>95th Percentile Speed:</td><td style="text-align: right;">28</td><td>MPH</td></tr> </tbody> </table> <p style="text-align: center;">Cumulative Frequency Distribution</p> <p style="text-align: center;">Frequency Distribution</p> | Time Mean Speed: | 21.9 | MPH | Sample Variance: | 10.65 | | Standard Deviation: | 3.3 | | Variance of the Mean: | 0.2130 | | Standard Error of the Mean: | 0.5 | | 10 MPH Pace: | 16 | To: 25 MPH | Percent in Pace: | 88.0% | | Vehicles in Pace: | 44 | | 50th Percentile Speed: | 22 | MPH | 85th Percentile Speed: | 25 | MPH | 90th Percentile Speed: | 26 | MPH | 95th Percentile Speed: | 28 | MPH |
|--|---|------------|--------------|---------|--------------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|-------|----|---|-------|--------|----|---|-------|--------|----|---|--------|--------|----|---|--------|--------|----|---|-------|--------|----|---|-------|--------|----|---|--------|--------|----|---|--------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|--------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|----|---|-------|---------|---------|----|---------|--|---|------------------|------|-----|------------------|-------|--|---------------------|-----|--|-----------------------|--------|--|-----------------------------|-----|--|--------------|----|------------|------------------|-------|--|-------------------|----|--|------------------------|----|-----|------------------------|----|-----|------------------------|----|-----|------------------------|----|-----|
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 0 | 0.00% | 0.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 2 | 4.00% | 4.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 3 | 6.00% | 10.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 3 | 6.00% | 16.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 5 | 10.00% | 26.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 6 | 12.00% | 38.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 3 | 6.00% | 44.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 4 | 8.00% | 52.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 8 | 16.00% | 68.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 6 | 12.00% | 80.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 4 | 8.00% | 88.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 1 | 2.00% | 90.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 2 | 4.00% | 94.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 2 | 4.00% | 98.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 1 | 2.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 34 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 46 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 50 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 54 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals: | 50 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time Mean Speed: | 21.9 | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample Variance: | 10.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Deviation: | 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Variance of the Mean: | 0.2130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard Error of the Mean: | 0.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 MPH Pace: | 16 | To: 25 MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent in Pace: | 88.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles in Pace: | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50th Percentile Speed: | 22 | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85th Percentile Speed: | 25 | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90th Percentile Speed: | 26 | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95th Percentile Speed: | 28 | MPH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

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|--|--|--|------------------------------------|---|--|--|--|
| Street: Between: Survey Location: Speed Limit: Date: Hours: From: Weather: Observer(s): | Tyler Street Iris Drive & West Laurel Drive 1062 Tyler Street 25 MPH 04/28/25 01:42 Sunny Rodolfo C | Direction: <u>SBD</u> Day: <u>Monday</u> To: <u>02:34</u> | Comments: No. 118 | | | | |
| Data Analysis: | | | | | | | |
| MPH | Frequency | Percent | Cumulative % | Time Mean Speed: <u>24.3</u> MPH Sample Variance: <u>9.90</u> Standard Deviation: <u>3.1</u> Variance of the Mean: <u>0.1980</u> Standard Error of the Mean: <u>0.4</u> 10 MPH Pace: <u>21</u> To: <u>30</u> MPH Percent in Pace: <u>90.0%</u> Vehicles in Pace: <u>45</u> 50th Percentile Speed: <u>24</u> MPH 85th Percentile Speed: <u>28</u> MPH 90th Percentile Speed: <u>29</u> MPH 95th Percentile Speed: <u>30</u> MPH | | | |
| | | | | Cumulative Frequency Distribution | | | |
| | | | | Frequency Distribution | | | |
| Totals: | 50 | 100.00% | | | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

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|---|--|---------------------------------|
| <p>Street: <u>Tyler Street</u></p> <p>Between: <u>Iris Drive & West Laurel Drive</u></p> <p>Survey Location: <u>1062 Tyler Street</u></p> <p>Speed Limit: <u>25 MPH</u></p> <p>Date: <u>04/28/25</u></p> <p>Hours: From: <u>01:42</u></p> <p>Weather: <u>Sunny</u></p> <p>Observer(s): <u>Rodolfo C</u></p> | <p>Direction: <u>NBD/SBD</u></p> <p>Day: <u>Monday</u></p> <p>To: <u>02:34</u></p> | <p>Comments: <u>No. 118</u></p> |
| <p>Data Analysis:</p> | | |
| <p>Time Mean Speed: <u>23.1 MPH</u></p> <p>Sample Variance: <u>11.62</u></p> <p>Standard Deviation: <u>3.4</u></p> <p>Variance of the Mean: <u>0.1162</u></p> <p>Standard Error of the Mean: <u>0.3</u></p> <p>10 MPH Pace: <u>19</u> To: <u>28 MPH</u></p> <p>Percent in Pace: <u>84.0%</u></p> <p>Vehicles in Pace: <u>84</u></p> <p>50th Percentile Speed: <u>23 MPH</u></p> <p>85th Percentile Speed: <u>26 MPH</u></p> <p>90th Percentile Speed: <u>28 MPH</u></p> <p>95th Percentile Speed: <u>29 MPH</u></p> | | |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals:</p> | <p>100</p> | <p>100.00%</p> |

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

SITE CODE

118

LOCATION

Tyler St. between Iris Dr. and W. Laurel Dr.

DATE 04/28 DAY Monday

TIME 1:42 TO 2:34

OBSERVER Rodolfo C

CALCULATED BY

Rodolfo C

AWAY

WEATHER Sunny

CLOSE

Direction: N.B.

| MPH | Number of Vehicles | | | |
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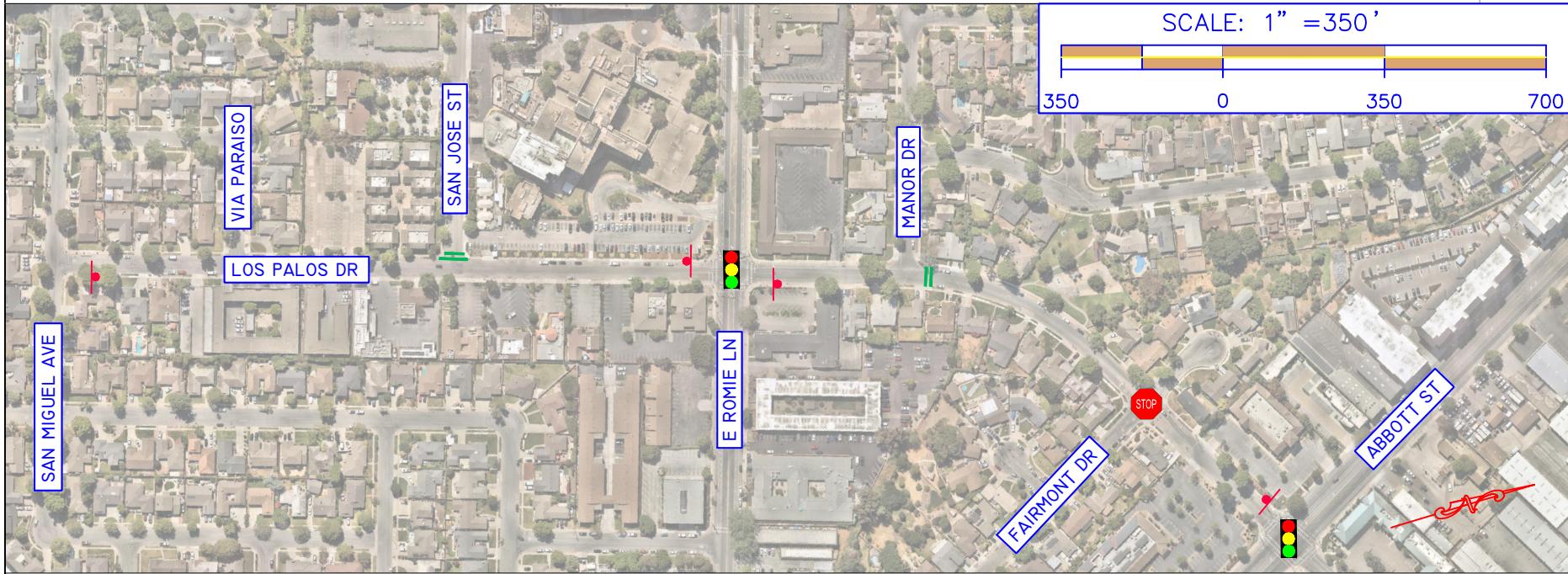
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| MPH | Number of Vehicles | | | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: LOS PALOS DRIVE
BETWEEN: SAN MIGUEL AVE & ABBOTT ST
SURVEY DATE: 04/22/2025 (EXPIRES IN 2030)**

121



COMMENTS:

This segment of Los Palos Drive is classified as a collector in the City of Salinas General Plan. The surrounding land use includes residential homes, hospital, office, and park use. Speed data collected on April 25, 2025, revealed the 85th percentile speed of 28 mph. The 10 mph pace ranges from 17 mph to 26 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 2,900 Feet | |
| Vertical Alignment | Flat | |
| Street Width | 38 Feet | |
| No. Lanes and Median | 2-Lane Collector | |
| Proposed Speed Zone | 25 MPH | |
| 85 th Percentile Speed | 28 MPH | |
| Traffic Volume (Date) | 2,981 (2024) | |
| Accident Data (2 years) | 4 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 3.35 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | |
|--|--|--|
| <p>Street: <u>Los Palos Drive</u> Direction: <u>NBD</u> Between: <u>San Miguel Avenue and Abott Street</u> Comments: <u>No. 121</u> Survey Location: <u>1139 Los Palos Drive</u> Speed Limit: <u>25 MPH</u> Date: <u>04/22/25</u> Day: <u>Tuesday</u> Hours: From: <u>12:37</u> To: <u>01:03</u> Weather: <u>Clear</u> Observer(s): <u>Alejandro M.</u></p> | <p>Street: <u>Los Palos Drive</u> Direction: <u>NBD</u> Between: <u>San Miguel Avenue and Abott Street</u> Comments: <u>No. 121</u> Survey Location: <u>1139 Los Palos Drive</u> Speed Limit: <u>25 MPH</u> Date: <u>04/22/25</u> Day: <u>Tuesday</u> Hours: From: <u>12:37</u> To: <u>01:03</u> Weather: <u>Clear</u> Observer(s): <u>Alejandro M.</u></p> | <p>Data Analysis:</p> <p>Time Mean Speed: <u>21.3 MPH</u> Sample Variance: <u>23.00</u> Standard Deviation: <u>4.8</u> Variance of the Mean: <u>0.4600</u> Standard Error of the Mean: <u>0.7</u> 10 MPH Pace: <u>14</u> To: <u>23 MPH</u> Percent in Pace: <u>74.0%</u> Vehicles in Pace: <u>37</u> 50th Percentile Speed: <u>20 MPH</u> 85th Percentile Speed: <u>26 MPH</u> 90th Percentile Speed: <u>29 MPH</u> 95th Percentile Speed: <u>32 MPH</u></p> |
| <p>Cumulative Frequency Distribution</p> | | |
| <p>Frequency Distribution</p> | | |
| <p>Totals: 50 100.00% <u></u></p> | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| <p>Street: <u>Los Palos Drive</u> Direction: <u>SBD</u> Between: <u>San Miguel Avenue and Abott Street</u> Comments: <u>No. 121</u> Survey Location: <u>925 Los Palos Drive</u> Speed Limit: <u>25 MPH</u> Date: <u>04/22/25</u> Day: <u>Tuesday</u> Hours: From: <u>01:49</u> To: <u>02:50</u> Weather: <u>Clear</u> Observer(s): <u>Rodolfo</u></p> | <p>Data Analysis:</p> <p>Time Mean Speed: <u>24.5 MPH</u> Sample Variance: <u>16.13</u> Standard Deviation: <u>4.0</u> Variance of the Mean: <u>0.3226</u> Standard Error of the Mean: <u>0.6</u> 10 MPH Pace: <u>20</u> To: <u>29 MPH</u> Percent in Pace: <u>80.0%</u> Vehicles in Pace: <u>40</u> 50th Percentile Speed: <u>24 MPH</u> 85th Percentile Speed: <u>29 MPH</u> 90th Percentile Speed: <u>30 MPH</u> 95th Percentile Speed: <u>32 MPH</u></p> | <p>Cumulative Frequency Distribution</p> <p>Y-axis: Cumulative Frequency (0% to 110%)</p> <p>X-axis: Spot Speed MPH (14 to 56)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MPH</th> <th>Frequency</th> <th>Percent</th> <th>Cumulative %</th> </tr> </thead> <tbody> <tr><td>14</td><td>1</td><td>2.00%</td><td>2.00%</td></tr> <tr><td>15</td><td>0</td><td>0.00%</td><td>2.00%</td></tr> <tr><td>16</td><td>0</td><td>0.00%</td><td>2.00%</td></tr> <tr><td>17</td><td>2</td><td>4.00%</td><td>6.00%</td></tr> <tr><td>18</td><td>0</td><td>0.00%</td><td>6.00%</td></tr> <tr><td>19</td><td>0</td><td>0.00%</td><td>6.00%</td></tr> <tr><td>20</td><td>4</td><td>8.00%</td><td>14.00%</td></tr> <tr><td>21</td><td>2</td><td>4.00%</td><td>18.00%</td></tr> <tr><td>22</td><td>6</td><td>12.00%</td><td>30.00%</td></tr> <tr><td>23</td><td>7</td><td>14.00%</td><td>44.00%</td></tr> <tr><td>24</td><td>4</td><td>8.00%</td><td>52.00%</td></tr> <tr><td>25</td><td>7</td><td>14.00%</td><td>66.00%</td></tr> <tr><td>26</td><td>3</td><td>6.00%</td><td>72.00%</td></tr> <tr><td>27</td><td>4</td><td>8.00%</td><td>80.00%</td></tr> <tr><td>28</td><td>1</td><td>2.00%</td><td>82.00%</td></tr> <tr><td>29</td><td>2</td><td>4.00%</td><td>86.00%</td></tr> <tr><td>30</td><td>4</td><td>8.00%</td><td>94.00%</td></tr> <tr><td>31</td><td>0</td><td>0.00%</td><td>94.00%</td></tr> <tr><td>32</td><td>1</td><td>2.00%</td><td>96.00%</td></tr> <tr><td>33</td><td>2</td><td>4.00%</td><td>100.00%</td></tr> <tr><td>34</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>35</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>36</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>37</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>38</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>39</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>40</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>41</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>42</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>43</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>44</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>45</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>46</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>47</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>48</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>49</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>50</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>51</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>52</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>53</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>54</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>55</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>56</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>57</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>58</td><td>0</td><td>0.00%</td><td>100.00%</td></tr> <tr><td>Totals:</td><td>50</td><td>100.00%</td><td></td></tr> </tbody> </table> | MPH | Frequency | Percent | Cumulative % | 14 | 1 | 2.00% | 2.00% | 15 | 0 | 0.00% | 2.00% | 16 | 0 | 0.00% | 2.00% | 17 | 2 | 4.00% | 6.00% | 18 | 0 | 0.00% | 6.00% | 19 | 0 | 0.00% | 6.00% | 20 | 4 | 8.00% | 14.00% | 21 | 2 | 4.00% | 18.00% | 22 | 6 | 12.00% | 30.00% | 23 | 7 | 14.00% | 44.00% | 24 | 4 | 8.00% | 52.00% | 25 | 7 | 14.00% | 66.00% | 26 | 3 | 6.00% | 72.00% | 27 | 4 | 8.00% | 80.00% | 28 | 1 | 2.00% | 82.00% | 29 | 2 | 4.00% | 86.00% | 30 | 4 | 8.00% | 94.00% | 31 | 0 | 0.00% | 94.00% | 32 | 1 | 2.00% | 96.00% | 33 | 2 | 4.00% | 100.00% | 34 | 0 | 0.00% | 100.00% | 35 | 0 | 0.00% | 100.00% | 36 | 0 | 0.00% | 100.00% | 37 | 0 | 0.00% | 100.00% | 38 | 0 | 0.00% | 100.00% | 39 | 0 | 0.00% | 100.00% | 40 | 0 | 0.00% | 100.00% | 41 | 0 | 0.00% | 100.00% | 42 | 0 | 0.00% | 100.00% | 43 | 0 | 0.00% | 100.00% | 44 | 0 | 0.00% | 100.00% | 45 | 0 | 0.00% | 100.00% | 46 | 0 | 0.00% | 100.00% | 47 | 0 | 0.00% | 100.00% | 48 | 0 | 0.00% | 100.00% | 49 | 0 | 0.00% | 100.00% | 50 | 0 | 0.00% | 100.00% | 51 | 0 | 0.00% | 100.00% | 52 | 0 | 0.00% | 100.00% | 53 | 0 | 0.00% | 100.00% | 54 | 0 | 0.00% | 100.00% | 55 | 0 | 0.00% | 100.00% | 56 | 0 | 0.00% | 100.00% | 57 | 0 | 0.00% | 100.00% | 58 | 0 | 0.00% | 100.00% | Totals: | 50 | 100.00% | | <p>Frequency Distribution</p> <p>Y-axis: Frequency (0 to 8)</p> <p>X-axis: Spot Speed, MPH (14 to 56)</p> |
| MPH | Frequency | Percent | Cumulative % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 1 | 2.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 0 | 0.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 0 | 0.00% | 2.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 2 | 4.00% | 6.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 0 | 0.00% | 6.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 0 | 0.00% | 6.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 4 | 8.00% | 14.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 2 | 4.00% | 18.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 6 | 12.00% | 30.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 7 | 14.00% | 44.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 4 | 8.00% | 52.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 7 | 14.00% | 66.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 3 | 6.00% | 72.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 4 | 8.00% | 80.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 1 | 2.00% | 82.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 2 | 4.00% | 86.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 4 | 8.00% | 94.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 0 | 0.00% | 94.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 1 | 2.00% | 96.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 2 | 4.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 36 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58 | 0 | 0.00% | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals: | 50 | 100.00% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--|------------------|--------------|---------------------------|---------------------------------|
| Street: | Los Palos Drive | | | Direction: <u>NBD/SBD</u> | Comments: No. 121 |
| Between: | San Miguel Avenue and Abott Street | | | | |
| Survey Location: | 1139 Los Palos Drive and 925 Los Palos Drive | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 04/22/25 | | | Day: <u>Tuesday</u> | |
| Hours: | From: <u>12:37</u> | To: <u>01:03</u> | | | |
| Weather: | Clear | | | | |
| Observer(s): | Alejandro M. | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 14 | 2 | 2.00% | 2.00% | | |
| 15 | 4 | 4.00% | 6.00% | | |
| 16 | 2 | 2.00% | 8.00% | | |
| 17 | 6 | 6.00% | 14.00% | | |
| 18 | 6 | 6.00% | 20.00% | | |
| 19 | 2 | 2.00% | 22.00% | | |
| 20 | 10 | 10.00% | 32.00% | | |
| 21 | 5 | 5.00% | 37.00% | | |
| 22 | 14 | 14.00% | 51.00% | | |
| 23 | 8 | 8.00% | 59.00% | | |
| 24 | 5 | 5.00% | 64.00% | | |
| 25 | 10 | 10.00% | 74.00% | | |
| 26 | 5 | 5.00% | 79.00% | | |
| 27 | 4 | 4.00% | 83.00% | | |
| 28 | 2 | 2.00% | 85.00% | | |
| 29 | 3 | 3.00% | 88.00% | | |
| 30 | 6 | 6.00% | 94.00% | | |
| 31 | 0 | 0.00% | 94.00% | | |
| 32 | 4 | 4.00% | 98.00% | | |
| 33 | 2 | 2.00% | 100.00% | | |
| 34 | 0 | 0.00% | 100.00% | | |
| 35 | 0 | 0.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| 55 | 0 | 0.00% | 100.00% | | |
| 56 | 0 | 0.00% | 100.00% | | |
| 57 | 0 | 0.00% | 100.00% | | |
| 58 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SITE CODE

121

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Los Palos Dr. between San Miguel Ave. and Abbott St.DATE 01/22 DAY Tuesday TIME 1:49 TO 2:50OBSERVER Padilla CALCULATED BY Alejandro M. WEATHER Clear

| Direction: N.B. | | Number of Vehicles | | | |
|-----------------|-----------------|--------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
| 70 | | | | | |
| 69 | | | | | |
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| 24 | X | | | | |
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| 14 | X X X X X X | | | | |
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| Direction: S.B. | | Number of Vehicles | | | |
|-----------------|-----------------|--------------------|----|----|----|
| MPH | | 5 | 10 | 15 | 20 |
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| 28 | X | | | | |
| 27 | X X X X X X | | | | |
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| 20 | X X X X X X X X | | | | |
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| 17 | X X | | | | |
| 16 | X X | | | | |
| 15 | X X X X X X | | | | |
| 14 | X X X X X X | | | | |
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**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

**STREET: EAST ROSSI STREET
BETWEEN: N MAIN ST & SHERWOOD DR
SURVEY DATE: 05/12/2025 (EXPIRES IN 2030)**

129

SCALE: 1" = 150'

150 0 150 300



COMMENTS:

This segment of East Rossi Street is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes residential and industrial. Speed data collected on May 12, 2025, revealed the 85th percentile speed of 31 mph. The 10 mph pace ranges from 24 mph to 33 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

| AREA | DESCRIPTION | MAP SYMBOL |
|--|--------------------------|------------|
| Distance | Approximately 1,150 Feet | |
| Vertical Alignment | Flat | |
| Street Width | Varies (60 to 65 Feet) | |
| No. Lanes and Median | 3-Lane Minor Arterial | |
| Proposed Speed Zone | 25 MPH | |
| 85 th Percentile Speed | 31 MPH | |
| Traffic Volume (Date) | 12,212 (2025) | |
| Accident Data (2 years) | 1 Collisions (2022-2023) | |
| Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles) | 0.51 Acc./MVM | |
| | | |



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--------------------------------------|------------------|--------------|--|--------------------------|
| Street: | East Rossi Street | | | Direction: <u>EBD</u> | Comments: No. 129 |
| Between: | North Main Street and Sherwood Drive | | | | |
| Survey Location: | 151 East Rossi Street | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 05/12/25 | | | Day: <u>Monday</u> | |
| Hours: | From: <u>02:29</u> | To: <u>02:51</u> | | | |
| Weather: | Sunny | | | | |
| Observer(s): | Rodolfo C | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | Time Mean Speed: <u>26.9</u> MPH | |
| 11 | 0 | 0.00% | 0.00% | Sample Variance: <u>17.09</u> | |
| 12 | 0 | 0.00% | 0.00% | Standard Deviation: <u>4.1</u> | |
| 13 | 0 | 0.00% | 0.00% | Variance of the Mean: <u>0.3418</u> | |
| 14 | 0 | 0.00% | 0.00% | Standard Error of the Mean: <u>0.6</u> | |
| 15 | 0 | 0.00% | 0.00% | 10 MPH Pace: <u>24</u> To: <u>33</u> MPH | |
| 16 | 0 | 0.00% | 0.00% | Percent in Pace: <u>78.0%</u> | |
| 17 | 0 | 0.00% | 0.00% | Vehicles in Pace: <u>39</u> | |
| 18 | 0 | 0.00% | 0.00% | 50th Percentile Speed: <u>26</u> MPH | |
| 19 | 1 | 2.00% | 2.00% | 85th Percentile Speed: <u>32</u> MPH | |
| 20 | 3 | 6.00% | 8.00% | 90th Percentile Speed: <u>32</u> MPH | |
| 21 | 1 | 2.00% | 10.00% | 95th Percentile Speed: <u>33</u> MPH | |
| 22 | 3 | 6.00% | 16.00% | | |
| 23 | 2 | 4.00% | 20.00% | | |
| 24 | 7 | 14.00% | 34.00% | | |
| 25 | 4 | 8.00% | 42.00% | | |
| 26 | 4 | 8.00% | 50.00% | | |
| 27 | 2 | 4.00% | 54.00% | | |
| 28 | 4 | 8.00% | 62.00% | | |
| 29 | 3 | 6.00% | 68.00% | | |
| 30 | 5 | 10.00% | 78.00% | | |
| 31 | 2 | 4.00% | 82.00% | | |
| 32 | 4 | 8.00% | 90.00% | | |
| 33 | 4 | 8.00% | 98.00% | | |
| 34 | 0 | 0.00% | 98.00% | | |
| 35 | 1 | 2.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--------------------------------------|------------------|--------------|-----------------------|---------------------------------|
| Street: | East Rossi Street | | | Direction: <u>WBD</u> | Comments: <u>No. 129</u> |
| Between: | North Main Street and Sherwood Drive | | | | |
| Survey Location: | 151 East Rossi Street | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 05/12/25 | | | Day: <u>Monday</u> | |
| Hours: | From: <u>02:29</u> | To: <u>02:51</u> | | | |
| Weather: | Sunny | | | | |
| Observer(s): | Rodolfo C | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | <u>0</u> | 0.00% | 0.00% | | |
| 11 | <u>0</u> | 0.00% | 0.00% | | |
| 12 | <u>0</u> | 0.00% | 0.00% | | |
| 13 | <u>0</u> | 0.00% | 0.00% | | |
| 14 | <u>0</u> | 0.00% | 0.00% | | |
| 15 | <u>0</u> | 0.00% | 0.00% | | |
| 16 | <u>0</u> | 0.00% | 0.00% | | |
| 17 | <u>0</u> | 0.00% | 0.00% | | |
| 18 | <u>1</u> | 2.00% | 2.00% | | |
| 19 | <u>0</u> | 0.00% | 2.00% | | |
| 20 | <u>0</u> | 0.00% | 2.00% | | |
| 21 | <u>1</u> | 2.00% | 4.00% | | |
| 22 | <u>2</u> | 4.00% | 8.00% | | |
| 23 | <u>1</u> | 2.00% | 10.00% | | |
| 24 | <u>3</u> | 6.00% | 16.00% | | |
| 25 | <u>3</u> | 6.00% | 22.00% | | |
| 26 | <u>7</u> | 14.00% | 36.00% | | |
| 27 | <u>5</u> | 10.00% | 46.00% | | |
| 28 | <u>6</u> | 12.00% | 58.00% | | |
| 29 | <u>8</u> | 16.00% | 74.00% | | |
| 30 | <u>7</u> | 14.00% | 88.00% | | |
| 31 | <u>4</u> | 8.00% | 96.00% | | |
| 32 | <u>1</u> | 2.00% | 98.00% | | |
| 33 | <u>0</u> | 0.00% | 98.00% | | |
| 34 | <u>0</u> | 0.00% | 98.00% | | |
| 35 | <u>1</u> | 2.00% | 100.00% | | |
| 36 | <u>0</u> | 0.00% | 100.00% | | |
| 37 | <u>0</u> | 0.00% | 100.00% | | |
| 38 | <u>0</u> | 0.00% | 100.00% | | |
| 39 | <u>0</u> | 0.00% | 100.00% | | |
| 40 | <u>0</u> | 0.00% | 100.00% | | |
| 41 | <u>0</u> | 0.00% | 100.00% | | |
| 42 | <u>0</u> | 0.00% | 100.00% | | |
| 43 | <u>0</u> | 0.00% | 100.00% | | |
| 44 | <u>0</u> | 0.00% | 100.00% | | |
| 45 | <u>0</u> | 0.00% | 100.00% | | |
| 46 | <u>0</u> | 0.00% | 100.00% | | |
| 47 | <u>0</u> | 0.00% | 100.00% | | |
| 48 | <u>0</u> | 0.00% | 100.00% | | |
| 49 | <u>0</u> | 0.00% | 100.00% | | |
| 50 | <u>0</u> | 0.00% | 100.00% | | |
| 51 | <u>0</u> | 0.00% | 100.00% | | |
| 52 | <u>0</u> | 0.00% | 100.00% | | |
| 53 | <u>0</u> | 0.00% | 100.00% | | |
| 54 | <u>0</u> | 0.00% | 100.00% | | |
| Totals: | 50 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution



CITY OF SALINAS
DEPARTMENT OF DEVELOPMENT &
ENGINEERING SERVICES
RADAR SURVEY

| | | | | | |
|------------------|--------------------------------------|---------|--------------|---------------------------|--------------------------|
| Street: | East Rossi Street | | | Direction: <u>EBD/WBD</u> | Comments: <u>No. 129</u> |
| Between: | North Main Street and Sherwood Drive | | | | |
| Survey Location: | 151 East Rossi Street | | | | |
| Speed Limit: | 25 MPH | | | | |
| Date: | 05/12/25 | | | Day: | Monday |
| Hours: | From: | 02:29 | To: | 02:51 | |
| Weather: | Sunny | | | | |
| Observer(s): | Rodolfo C | | | | |
| MPH | Frequency | Percent | Cumulative % | Data Analysis: | |
| 10 | 0 | 0.00% | 0.00% | | |
| 11 | 0 | 0.00% | 0.00% | | |
| 12 | 0 | 0.00% | 0.00% | | |
| 13 | 0 | 0.00% | 0.00% | | |
| 14 | 0 | 0.00% | 0.00% | | |
| 15 | 0 | 0.00% | 0.00% | | |
| 16 | 0 | 0.00% | 0.00% | | |
| 17 | 0 | 0.00% | 0.00% | | |
| 18 | 1 | 1.00% | 1.00% | | |
| 19 | 1 | 1.00% | 2.00% | | |
| 20 | 3 | 3.00% | 5.00% | | |
| 21 | 2 | 2.00% | 7.00% | | |
| 22 | 5 | 5.00% | 12.00% | | |
| 23 | 3 | 3.00% | 15.00% | | |
| 24 | 10 | 10.00% | 25.00% | | |
| 25 | 7 | 7.00% | 32.00% | | |
| 26 | 11 | 11.00% | 43.00% | | |
| 27 | 7 | 7.00% | 50.00% | | |
| 28 | 10 | 10.00% | 60.00% | | |
| 29 | 11 | 11.00% | 71.00% | | |
| 30 | 12 | 12.00% | 83.00% | | |
| 31 | 6 | 6.00% | 89.00% | | |
| 32 | 5 | 5.00% | 94.00% | | |
| 33 | 4 | 4.00% | 98.00% | | |
| 34 | 0 | 0.00% | 98.00% | | |
| 35 | 2 | 2.00% | 100.00% | | |
| 36 | 0 | 0.00% | 100.00% | | |
| 37 | 0 | 0.00% | 100.00% | | |
| 38 | 0 | 0.00% | 100.00% | | |
| 39 | 0 | 0.00% | 100.00% | | |
| 40 | 0 | 0.00% | 100.00% | | |
| 41 | 0 | 0.00% | 100.00% | | |
| 42 | 0 | 0.00% | 100.00% | | |
| 43 | 0 | 0.00% | 100.00% | | |
| 44 | 0 | 0.00% | 100.00% | | |
| 45 | 0 | 0.00% | 100.00% | | |
| 46 | 0 | 0.00% | 100.00% | | |
| 47 | 0 | 0.00% | 100.00% | | |
| 48 | 0 | 0.00% | 100.00% | | |
| 49 | 0 | 0.00% | 100.00% | | |
| 50 | 0 | 0.00% | 100.00% | | |
| 51 | 0 | 0.00% | 100.00% | | |
| 52 | 0 | 0.00% | 100.00% | | |
| 53 | 0 | 0.00% | 100.00% | | |
| 54 | 0 | 0.00% | 100.00% | | |
| Totals: | 100 | 100.00% | | | |

Cumulative Frequency Distribution

Frequency Distribution

SPEED SURVEY FIELD SHEET

SITE CODE
129LOCATION E. Rossi St. between N. Main St. and Sherwood Dr.DATE 05/12 DAY Monday TIME 2:29 TO 2:51OBSERVER Rodolfo C CALCULATED BY Rodolfo C WEATHER Sunny

| MPH | Number of Vehicles AWAY | | | |
|-----|-------------------------|----|----|----|
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| MPH | Number of Vehicles CLOSE | | | |
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