

TECHNICAL MEMORANDUM

Date: June 12, 2017
To: Gabriel Garcia, City of Culver City Public Works
From: Giuseppe S. Canzonieri, PE
Subject: AB321 Legislature Feasibility Study
KOA Project JB51131

1.1 Introduction

KOA Corporation (KOA) has prepared this technical memorandum for the City of Culver City to determine whether a 15 miles per hour (mph) school zone speed limit is feasible per the conditions set forth by the Assembly Bill No. 321 (AB321). Five Culver City Unified School District (CCUSD) sites were chosen by Culver City to be included in this study. The school locations are as follows:

- El Marino Elementary School
- El Rincon Elementary School
- Farragut Elementary School/Culver City Middle School/High School
- Linwood E. Howe Elementary School
- La Ballona Elementary School

KOA has analyzed the AB321 legislation, existing field conditions, conducted a speed survey and collected average daily traffic (ADT) counts as part of this feasibility study.

1.2 Background

Prior to AB321, which took effect in 2008, existing law in the California Vehicle Code (CVC) established a 25 mph prima facie speed limit when approaching or passing a school building or the grounds thereof, contiguous to a highway and posted up to 500 feet away from the school grounds, with a standard "SCHOOL" warning sign, while children are going to or leaving the school during school hours or during the noon recess period. A city or county can also reduce the 25 mph speed limit to 20 mph or 15 mph when supported by an engineering and traffic survey indicating that the 25 mph speed limit is more than is reasonable or safe.

AB321 took effect in 2008 and Section 22358.4 of the CVC was amended to include the following:

- A City can establish a 15 mph or 20 mph school zone speed limit at a distance of 500 feet from or within the grounds of a school adjacent to a highway.
- The City can also establish an extended 25 mph school zone speed limit at a distance of 500 to 1,000 feet from or within the grounds of a school adjacent to a highway.

Section 22358.4 of the CVC established the following criteria to determine whether a highway adjacent to a school qualifies for the additional reduction in speed limit in a school zone (all conditions must be met):

- The street must be a residence district.
- The street must have a maximum of two travel lanes.
- The street has a maximum posted speed limit of 30 mph.

The standards set forth in Section 7B.15 of the CA MUTCD (2014 edition) are consistent with the CVC Section 22358.4 and the AB321 legislation.

2. Existing Conditions

This section documents the existing conditions at all of the school locations. Figure 1 depicts the relative locations of the school sites in the City of Culver City. Table 1 is provided to summarize the existing roadway characteristics at the school sites.

2.1 Roadway Characteristics

El Marino Elementary School

El Marino Elementary School is located in the Sunkist Park neighborhood of Culver City. It is bounded by Port Road, Coolidge Avenue, Diller Avenue, Berryman Avenue and Hayter Avenue. All the streets are two lane arterials in a residential neighborhood and are stop controlled at most intersections around the school. Port Road is the only street with a striped centerline and has a painted yellow crosswalk at Purdue Avenue. All streets, with the exception of Berryman Avenue and Coolidge Avenue, have a “SCHOOL” warning sign [SW24-1(CA)] located on the roadside at the school grounds limits. Currently there are no speed limit signs (R2-1) or school zone speed limit signs [Assembly C(CA)] posted in advance of school grounds.

El Rincon Elementary School

El Rincon Elementary School is located in the Culver Crest neighborhood of Culver City. It is bounded by Sawtelle Boulevard and Overland Avenue. Sawtelle Boulevard is a two lane, striped arterial and Overland Avenue is a four lane striped arterial. Both streets are in a residential neighborhood and are stop controlled at most intersections near the school. All crosswalks near the school on both streets are painted yellow. All streets have a “SCHOOL” warning sign [SW24-1(CA)] and school zone speed limit sign [Assembly C(CA)] posted in advance of school grounds. Both streets have a posted speed limit sign (R2-1), but it is well in advance of the school grounds (1/4 mile or more).

Farragut Elementary School / Culver City Middle School / Culver City High School

Farragut Elementary School, Culver City Middle School and Culver City High School share a campus in the neighborhood along the Ballona Creek between Sepulveda Boulevard and Overland Avenue. The school campus is bounded by Elenda Street, Farragut Street and Harter Avenue/St. Nicholas Avenue. All the streets are two lane arterials with no striped centerline in a residential neighborhood and are stop controlled at most intersections around the school. All crosswalks near the school on both streets are painted yellow. All streets have a “SCHOOL” warning sign [SW24-1(CA)] located on the roadside at the school grounds limits. Elenda Street has a posted speed limit sign (R2-1), while the remainder of

the streets do not have either a speed limit sign (R2-1) or school zone speed limit signs [Assembly C(CA)] posted in advance of school grounds.

Linwood E. Howe Elementary School

Linwood E. Howe Elementary School is located in a neighborhood just outside of Downtown Culver City. It is bounded by Van Place and Irving Place. Both streets are one lane arterials (one-way), are stop controlled at most intersections and include bicycle sharrows pavement markings. There are painted yellow crosswalks at the intersection of Irving Place and Braddock Drive. All streets have a “SCHOOL” warning sign [SW24-1(CA)] located on the roadside at the school grounds limits. Currently there are no speed limit signs (R2-1) or school zone speed limit signs [Assembly C(CA)] posted in advance of school grounds.

La Ballona Elementary School

La Ballona Elementary School is located in a residential neighborhood and is bounded by Washington Boulevard, Girard Avenue and Matteson Avenue. Washington Boulevard is a four lane arterial that runs through mostly commercial areas of Culver City and is controlled by traffic signals at major intersections. Girard Avenue and Matteson Avenue are two lane arterials with no striped centerline in a residential neighborhood and are stop controlled at most intersections around the school. All crosswalks near the school on both streets are painted yellow. Westbound Matteson Avenue has a “SCHOOL” warning sign [SW24-1(CA)] located on the roadside at the school grounds limits, but does not have either a speed limit sign (R2-1) or school zone speed limit signs [Assembly C(CA)] posted in advance of school grounds. Washington Avenue has a “SCHOOL” warning sign [SW24-1(CA)] and school zone speed limit sign [Assembly C(CA)] posted in advance of school grounds. Girard Avenue and Washington Boulevard both have a speed limit sign (R2-1) posted, but it is well in advance of the school grounds.

2.2 Residence District

CVC Section 515 defines a residence district as follows:

“a portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.”

Table I summarizes the length of the streets and number of dwelling houses along the school frontages. None of the streets qualify as a “residence district”.

2.3 Prima Facie Speed Limits – 25mph

CVC Section 22352 defines a 25mph prima facie speed limit within the limits school grounds as follows:

“When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated

from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds."

Table I summarizes the posted speed limits and prima facie speed limits (if applicable) along the school frontages.

Table I – Roadway Characteristics Summary Table

STREET	NO. OF TRAVEL LANES	"SCHOOL" WARNING SIGN POSTED	SCHOOL ZONE SPEED LIMIT SIGN POSTED	RESIDENCE DISTRICT		POSTED SPEED LIMIT (MPH)	PRIMA FACIE SPEED LIMIT, IF NOT POSTED (MPH)
				MORE THAN 13 (ONE SIDE) OR 16 (BOTH SIDES) DWELLING HOUSES WITHIN 1/4 MILE?	QUALIFIES AS RESIDENCE DISTRICT?		
EL MARINO ELEMENTARY SCHOOL							
Port Road	2	YES	NO	YES	YES	Not Posted	25
Hayter Avenue	2	YES	NO	NO	NO	Not Posted	25
Berryman Avenue	2	NO	NO	YES	YES	Not Posted	*
Coolidge Avenue	2	NO	NO	NO	NO	Not Posted	*
Diller Avenue	2	YES	NO	YES	YES	Not Posted	25
EL RINCON ELEMENTARY SCHOOL							
Overland Avenue	4	YES	YES	YES	YES	35	N/A
Sawtelle Boulevard	2	YES	YES	NO	NO	30	N/A
FARRAGUT ELEMENTARY SCHOOL / CULVER CITY MIDDLE SCHOOL / CULVER CITY HIGH SCHOOL							
Elenda Street	2	YES	NO	YES	YES	25	N/A
Farragut Drive	2	YES	NO	YES	YES	Not Posted	25
Harter Avenue/St. Nicholas Avenue	2	YES	NO	YES	YES	Not Posted	25
LINWOOD E. HOWE ELEMENTARY SCHOOL							
Van Buren Place	1	YES	NO	YES	YES	Not Posted	25
Irving Place	1	YES	NO	YES	YES	Not Posted	25
LA BALLONA ELEMENTARY SCHOOL							
Matteson Avenue	2	YES	NO	YES	YES	Not Posted	25
Girard Avenue	2	NO	NO	YES	YES	25	N/A
Washington Boulevard	4	YES	YES	NO	NO	35	N/A

* - The 25mph prima facie speed limit applies if a "SCHOOL" warning sign is posted within 500' of the school grounds.

3. Speed Survey and ADT

KOA subcontracted to National Data & Surveying Services (NDS) to collect ADT counts and perform a speed survey on all streets adjacent to the five school sites. For purposes of this study the ADT and 85th percentile speeds are used to give us an overview of the traffic volume and speeds that vehicles are traveling. The 85th percentile speed represents the speed that 85 percent of the vehicles do not exceed, or in other words, 15 percent of the vehicles are traveling faster than this speed. The 85th percentile speed is one of the components used by cities and traffic engineers to determine the posted speed limit. Table 2 below summarizes the ADT and speed survey results:

Table 2 – Speed Survey and ADT Summary

STREET	ADT	85 th PERCENTILE SPEED
EL MARINO ELEMENTARY SCHOOL		
Port Road	1,928	23 mph
Hayter Avenue	944	30 mph
Berryman Avenue	997	24 mph
Coolidge Avenue	739	23 mph
Diller Avenue	511	29 mph
EL RINCON ELEMENTARY SCHOOL		
Overland Avenue	26,056	36 mph
Sawtelle Boulevard	6,236	32 mph
CULVER CITY MIDDLE SCHOOL / CULVER CITY HIGH SCHOOL		
Elenda Street	3,046	27 mph
Farragut Drive	1,815	29 mph
Harter Avenue/St. Nicholas Avenue	1,499	27 mph
LINWOOD E. HOWE ELEMENTARY SCHOOL		
Van Buren Place	1,615	28 mph
Irving Place	2,054	28 mph
LA BALLONA ELEMENTARY SCHOOL		
Matteson Avenue	1,777	25 mph
Girard Avenue	3,114	22 mph
Washington Boulevard	30,629	40 mph

4. Results and Conclusion

Based on the criteria set forth in CVC Section 22358.4, it is feasible to apply a 15 mph speed limit within 500 feet of school grounds and a 25 mph speed limit within 500 to 1,000 feet of the school grounds on all streets discussed except the following:

- Hayter Avenue
 - o Does not qualify as a “residence district”
- Coolidge Avenue
 - o Does not qualify as a “residence district”
- Overland Avenue
 - o Exceeds maximum speed limit and travel lanes
- Sawtelle Avenue
 - o Does not qualify as a “residence district”
- Washington Boulevard
 - o Exceeds maximum speed limit and travel lanes

The streets listed above still qualify for a 25mph prima facie speed limit if and only if a “SCHOOL” warning sign is posted within 500 feet of the school grounds per CVC Section 22352. Table 3 below summarizes all the streets studied and our suggested limits of the 15 mph and 25 mph school zone speed limits. The limits shown are approximate. Exact limits should be determined by the City Traffic Engineer.

Table 3 – School Zone Limits Suggestions

STREET	25 MPH SCHOOL ZONE LIMITS		15 MPH SCHOOL ZONE LIMITS	
	START	END	START	END
EL MARINO ELEMENTARY SCHOOL				
Port Road	Selmaraine Drive	Slauson Avenue	Slauson Avenue	Hayter Avenue
Hayter Avenue	Port Road	Berryman Avenue	N/A	N/A
Berryman Avenue	Segrell Way	Patom Drive	Patom Drive	Hayter Avenue
Coolidge Avenue	Port Road	Diller Avenue	N/A	N/A
Diller Avenue	N/A	N/A	Culver Park Drive	Culver Park Place
EL RINCON ELEMENTARY SCHOOL				
Overland Avenue	Kelmore Street	South Drive	N/A	N/A
Sawtelle Boulevard	Sepulveda Boulevard	Overland Avenue	N/A	N/A
FARRAGUT ELEMENTARY SCHOOL / CULVER CITY MIDDLE SCHOOL / CULVER CITY HIGH SCHOOL				
Elenda Street	Wagner Street	Barman Avenue	Barman Avenue	Farragut Drive
Farragut Drive	N/A	N/A	Overland Avenue	Elenda Street
Harter Avenue/St. Nicholas Avenue	Wagner Street	Barman Avenue	Barman Avenue	Lucerne Avenue
LINWOOD E. HOWE ELEMENTARY SCHOOL				
Van Buren Place	Lucerne Avenue	Farragut Drive	"A" Street	Farragut Drive
Irving Place	Lucerne Avenue	Farragut Drive	Farragut Drive	Culver Boulevard
LA BALLONA ELEMENTARY SCHOOL				
Matteson Avenue	Tilden Avenue	Huron Avenue	Huron Avenue	Girard Avenue
Girard Avenue	Venice Boulevard	250' S/O Venice	250' S/O Venice	Washington Boulevard
Washington Boulevard	Westwood Boulevard	Huron Avenue	N/A	N/A

Based on our engineering judgement, the City of Culver City should take into consideration the following potential improvements in Table 4 at the five school sites.

Table 4 – Suggested Improvements

IMPROVEMENT	DESCRIPTION
Signing and Striping	The City should strive to maintain consistency with regards to posting speed limit signs, school zone speed limit signs, "SCHOOL" warning signs (SW24-1[CA]), pavement markings, etc.
	All "SCHOOL" warning signs (SW24-1[CA]) placed in advance of a school property should be supplemented with an "AHEAD" warning sign (W16-9P).
Enforcement	If the City is going to implement changes in the school zone speed limit, they should coordinate with the local police department for appropriate enforcement during school hours.

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ATTACHMENT A
AB321 Legislature

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Assembly Bill No. 321

CHAPTER 384

An act to amend Section 22358.4 of the Vehicle Code, relating to vehicles.

[Approved by Governor October 10, 2007. Filed with
Secretary of State October 10, 2007.]

LEGISLATIVE COUNSEL'S DIGEST

AB 321, Nava. Vehicles: prima facie speed limits: schools.

(1) Existing law establishes a 25 miles per hour prima facie limit when approaching or passing a school building or the grounds thereof, contiguous to a highway and posted up to 500 feet away from the school grounds, with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit also applies when approaching or passing school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. A violation of that prima facie limit is an infraction.

Existing law allows a city or county, based on an engineering and traffic survey that the prima facie speed limit of 25 miles per hour is more than is reasonable or safe, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

This bill would additionally allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie limit when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit would also apply when approaching, at that same distance, or passing school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with one of those signs.

The bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,000 feet from, one of those areas where children are going to or leaving the school, either during school hours or during the noon recess period, that is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

The bill would require that these prima facie speed limits apply only to highways that meet certain conditions.

The bill would require a city or county that adopts a resolution or ordinance establishing revised prima facie limits to reimburse the Department of Transportation for any costs incurred by that department in implementing the bill.

By authorizing a change in the prima facie limits, the bill would expand the scope of an existing crime, thereby imposing a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 22358.4 of the Vehicle Code is amended to read:

22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

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

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

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

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

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

(A) A maximum of two traffic lanes.

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

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

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

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

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

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

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

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

ATTACHMENT B
CVC Sections

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for the operator and all passengers.

(d) (1) Has a maximum speed capability of greater than 30 miles per hour.

(2) A vehicle designed by the manufacturer with a maximum speed capability of 30 miles per hour or less but is modified so that it has a maximum speed capability of greater than 30 miles per hour satisfies the criteria set forth in this subdivision.

(e) Has an engine displacement equal to or less than 1,000cc (61 ci).

Added Sec. 1, Ch. 165, Stats. 2012. Effective January 1, 2013.

Registered Owner

505. A “registered owner” is a person registered by the department as the owner of a vehicle.

Registration Service

505.2. (a) A “registration service” is a person engaged in the business of soliciting or receiving an application for the registration, renewal of registration, or transfer of registration or ownership, of a vehicle of a type subject to registration under this code, or of soliciting or receiving an application for a motor carrier permit under Division 14.85 (commencing with Section 34600), or of transmitting or presenting those documents to the department, when any compensation is solicited or received for the service. “Registration service” includes, but is not limited to, a person who, for compensation, processes registration documents, conducts lien sales, or processes vehicle dismantling documents.

(b) “Registration service” does not include the following:

(1) A person performing registration services on a vehicle acquired by that person for his or her own personal use or for use in the regular course of that person’s business.

(2) A person who solicits applications for or sells, for compensation, nonresident permits for the operation of vehicles within this state.

(3) An employee of one or more dealers or dismantlers, or a combination thereof, who performs either of the following:

(A) Registration services for vehicles acquired by, consigned to, or sold by one or more of the employing dealers or dismantlers.

(B) Vehicle transactions on behalf of one or more of the employing dealers or dismantlers, if the transaction is for an employing dealer or dismantler who is a qualified business partner in compliance with the Business Partner Automation Program established by the department pursuant to Section 1685.

(4) A motor club, as defined in Section 12142 of the Insurance Code.

(5) A common carrier acting in the regular course of its business in transmitting applications.

Amended Sec. 1, Ch. 148, Stats. 2005. Effective January 1, 2006.

Amended Sec. 2, Ch. 419, Stats. 2006. Effective January 1, 2007.

Registration Year

506. “Registration year” is the period of time beginning with the date the vehicle is first required to be registered in this state and ending on the date designated by the director for expiration of the registration or the period of time designated for subsequent renewal.

Added Ch. 889, Stats. 1973. Effective September 28, 1973.

Relevant Market Area

507. The “relevant market area” is any area within a radius of 10 miles from the site of a potential new dealership.

Added Ch. 996, Stats. 1973. Operative July 1, 1974.

Remanufactured Vehicle

507.5. A “remanufactured vehicle” is a vehicle that has been constructed by a licensed remanufacturer and consists of any used or reconditioned integral parts, including, but not limited to, frame, engine, transmission, axles, brakes, or suspension. Remanufactured vehicles may be sold under a distinctive trade name. An existing vehicle which is incidentally repaired, restored, or modified by replacing or adding parts or accessories is not a remanufactured vehicle.

Added Ch. 1286, Stats. 1983. Effective January 1, 1984.

Remanufacturer

507.8. A “remanufacturer” is any person who for commission, money, or other thing of value, produces a vehicle that consists of any used or reconditioned integral parts, including, but not limited to, frame, engine, transmission, axles, brakes, or suspension which is subject to registration under this code. A remanufacturer is not a person who incidentally repairs, restores, or modifies an existing vehicle by replacing or adding parts or accessories.

Added Ch. 1286, Stats. 1983. Effective January 1, 1984.

Renter

508. A “renter” is a person who is engaged in the business of renting, leasing or bailing vehicles for a term not exceeding four months and for a fixed rate or price.

Added Ch. 1284, Stats. 1976. Effective January 1, 1977.

Repair Shop

510. A “repair shop” is a place where vehicles subject to registration under this code are repaired, rebuilt, reconditioned, repainted, or in any way maintained for the public at a charge.

Representative

512. A “representative” is any person regularly employed by a manufacturer or distributor for the purpose of negotiating or promoting the sale of the manufacturer’s or distributor’s vehicles to their franchisees or for regularly supervising or contacting franchisees or prospective franchisees in this state for any purpose.

Added Ch. 996, Stats. 1973. Operative July 1, 1974.

Residence District

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

manufacturer, and the country in which the devices were manufactured or assembled in final form.

Added Ch. 71, Stats. 1990. Effective May 1, 1990.

Tire Tread

610. “Tire tread” is that portion of the tire, consisting of the ribs and grooves, which comes in contact with the roadway.

Added Ch. 216, Stats. 1970. Effective November 23, 1970.

Toll Highway or Toll Road

611. A “toll highway” or “toll road” is a publicly owned way or place open to the use of the public for purposes of vehicular travel which use requires the payment of a fee.

Added Ch. 1241, Stats. 1992. Effective January 1, 1993.

Tour Bus

612. “Tour bus” means a bus, which is operated by or for a charter-party carrier of passengers, as defined in Section 5360 of the Public Utilities Code, or a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, or any highway carrier of passengers required to register with the California Public Utilities Commission pursuant to Section 3910 of the Public Utilities Code.

Amended Ch. 1216, Stats. 1989. Effective October 1, 1989.

Tow Truck: Tow Vehicle

615. (a) A “tow truck” is a motor vehicle which has been altered or designed and equipped for, and primarily used in the business of, transporting vehicles by means of a crane, hoist, tow bar, tow line, or dolly or is otherwise primarily used to render assistance to other vehicles. A “roll-back carrier” designed to carry up to two vehicles is also a tow truck. A trailer for hire that is being used to transport a vehicle is a tow truck. “Tow truck” does not include an automobile dismantlers’ tow vehicle or a reposessor’s tow vehicle.

(b) “Reposessor’s tow vehicle” means a tow vehicle which is registered to a reposessor licensed or registered pursuant to Chapter 11 (commencing with Section 7500) of Division 3 of the Business and Professions Code that is used exclusively in the course of the repossession business.

(c) “Automobile dismantlers’ tow vehicle” means a tow vehicle which is registered by an automobile dismantler licensed pursuant to Chapter 3 (commencing with Section 11500) of Division 5 and which is used exclusively to tow vehicles owned by that automobile dismantler in the course of the automobile dismantling business.

Amended Sec. 14, Ch. 456, Stats. 1999. Effective January 1, 2000.

Tow Dolly

617. A “tow dolly” is a vehicle towed by a motor vehicle and designed and used exclusively to transport another motor vehicle and upon which the front or rear wheels of the towed motor vehicle are mounted, while the other wheels of the towed motor vehicle remain in contact with the ground. “Tow dolly” does not include a portable or collapsible dolly used as specified in Section 4014.

Added Ch. 708, Stats. 1983. Effective January 1, 1984.

Traffic

620. The term “traffic” includes pedestrians, ridden animals, vehicles, street cars, and other conveyances, either singly or together, while using any highway for purposes of travel.

Traffic Officer

625. A “traffic officer” is any member of the California Highway Patrol, or any peace officer who is on duty for the exclusive or main purpose of enforcing Division 10 (commencing with Section 20000) or 11 (commencing with Section 21000).

Amended Ch. 142, Stats. 1983. Effective January 1, 1984.

Traffic Violator School

626. A “traffic violator school” is a business that, for compensation, provides, or offers to provide, instruction in traffic safety, including, but not limited to, classroom traffic violator curricula, for persons referred by a court pursuant to Section 42005 or to other persons who elect to attend.

Amended Sec. 1, Ch. 457, Stats. 2001. Effective January 1, 2002.

Traffic Violator School Branch or Classroom Location

626.2. A “traffic violator school branch or classroom location” is any place where a traffic violator school conducts instruction or maintains records.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Traffic Violator School Instructor

626.4. A “traffic violator school instructor” is any person who provides instruction to traffic violators on behalf of a traffic violator school.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Traffic Violator School Operator

626.6. A “traffic violator school operator” is the person who directs and manages the operations of a traffic violator school.

A “traffic violator school operator” may be either the traffic violator school owner or another person designated by the traffic violator school owner to personally direct and manage the traffic violator school for the traffic violator school owner.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Traffic Violator School Owner

626.8. A “traffic violator school owner” is any natural person, association, or corporation that owns a traffic violator school.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Engineering and Traffic Survey

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

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

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

(2) Accident records.

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

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

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

(A) Upon one side of the highway, within a distance of a

quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

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

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

(2) Pedestrian and bicyclist safety.

Amended Sec. 1, Ch. 45, Stats. 2000. Effective January 1, 2001.

Trailer

630. A “trailer” is a vehicle designed for carrying persons or property on its own structure and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon any other vehicle. As used in Division 15 (commencing with Section 35000), “trailer” includes a semitrailer when used in conjunction with an auxiliary dolly, if the auxiliary dolly is of a type constructed to replace the function of the drawbar and the front axle or axles of a trailer.

Amended Ch. 542, Stats. 1984. Effective January 1, 1985.

Trailer Coach

635. A “trailer coach” is a vehicle, other than a motor vehicle, designed for human habitation or human occupancy for industrial, professional, or commercial purposes, for carrying property on its own structure, and for being drawn by a motor vehicle. A “park trailer,” as described in Section 18009.3 of the Health and Safety Code, is a trailer coach.

Amended Sec. 3, Ch. 566, Stats. 2000. Effective January 1, 2001.

Trailer Bus

636. A “trailer bus” is a trailer or semitrailer designed, used, or maintained for the transportation of more than 15 persons, including the driver, and includes a connected towing motor vehicle that is a motor truck, truck tractor, or bus.

Amended Ch. 58, Stats. 1994. Effective April 26, 1994.

Transferee

640. A “transferee” is a person who has acquired the sole ownership of or an equity in a vehicle of a type required to be registered under this code.

Transit Bus

642. A “transit bus” is any bus owned or operated by a publicly owned or operated transit system, or operated under contract with a publicly owned or operated transit system, and used to provide to the general public, regularly scheduled transportation for which a fare is charged. A general public paratransit vehicle is not a transit bus.

Added Ch. 1136, Stats. 1989. Effective January 1, 1990. Operative July 1, 1990.

Transporter

645. (a) A “transporter” is a person engaged in the business of moving any owned or lawfully possessed vehicle by lawful methods over the highways for the purpose of delivery of such vehicles to dealers, sales agents of a manufacturer, purchasers, or to a new location as requested by the owner.

(b) The term “transporter” does not include a person engaged in the business of operating a tow car.

Amended Ch. 444, Stats. 1963. Effective September 20, 1963.

Trolley Coach

650. A “trolley coach” is a vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

Truck Tractor

655. (a) A “truck tractor” is a motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load, other than a part of the weight of the vehicle and the load so drawn. As used in this section, “load” does not include items carried on the truck tractor in conjunction with the operation of the vehicle if the load carrying space for these items does not exceed 34 square feet.

(b) Notwithstanding subdivision (a), a truck tractor, operated by a motor carrier whose owner is licensed by the Department of the California Highway Patrol to transport explosives pursuant to Division 14 (commencing with Section 31600), may be equipped with a cargo container used exclusively for the transportation of explosives or munitions-related security material, as specified by the United States Department of Defense.

Amended Ch. 88, Stats. 1994. Effective January 1, 1995.

Truss

657. A “truss” is an assemblage of beams, bars, or rods typically arranged in a triangle or combination of triangles to form a rigid framework and used as a structural support in buildings.

Added Ch. 299, Stats. 1979. Effective January 1, 1980.

Unladen Weight

660. The “unladen weight” of a vehicle is the weight equipped and ready for operation on the road including the body, fenders, oil in motor, radiator full of water, with five gallons of gasoline or equivalent weight of other motor fuel; also equipment required by law, and unless exempted under Section 661, any special cabinets, boxes or body parts permanently attached to the vehicle, and any machinery, equipment or attachment which is attendant to the efficient operation of the body or vehicle. Unladen weight shall not include any load or any machinery or mechanical apparatus, such as, but not limited to, wood saws, well-drilling machines, spray apparatus, tow truck cranes, and grinding equipment. The unladen weight of a vehicle shall have no application in determining any fee under this code or the Revenue and Taxation Code other than Section 9400.

Amended Ch. 924, Stats. 1988. Effective January 1, 1989.

Unladen Weight Exclusions

661. Unladen weight shall not include the following machinery, equipment or attachment which is attendant to the efficient operation of the body or vehicle:

(a) Equipment used for loading, compacting, or unloading of refuse.

(b) Transmix cement equipment.

(c) Temporary equipment used to contain or support the load which does not change the body classification.

(d) Any camper unit that is temporarily attached to a vehicle.

(e) Refrigeration equipment.

Added Ch. 2108, Stats. 1963. Effective September 20, 1963.

vehicle for a period not to exceed 30 days pursuant to Section 13200.5.

(2) Upon a conviction under this subdivision of an offense that occurred within three years of a prior offense resulting in a conviction of an offense under this subdivision, by a fine of not to exceed seven hundred fifty dollars (\$750). The person's privilege to operate a motor vehicle shall be suspended by the Department of Motor Vehicles pursuant to subdivision (a) of Section 13355.

(3) Upon a conviction under this subdivision of an offense that occurred within five years of two or more prior offenses resulting in convictions of offenses under this subdivision, by a fine of not to exceed one thousand dollars (\$1,000). The person's privilege to operate a motor vehicle shall be suspended by the Department of Motor Vehicles pursuant to subdivision (b) of Section 13355.

(c) A vehicle subject to Section 22406 shall be driven in a lane designated pursuant to Section 21655, or if a lane has not been so designated, in the right-hand lane for traffic or as close as practicable to the right-hand edge or curb. When overtaking and passing another vehicle proceeding in the same direction, the driver shall use either the designated lane, the lane to the immediate left of the right-hand lane, or the right-hand lane for traffic as permitted under this code. If, however, specific lane or lanes have not been designated on a divided highway having four or more clearly marked lanes for traffic in one direction, a vehicle may also be driven in the lane to the immediate left of the right-hand lane, unless otherwise prohibited under this code. This subdivision does not apply to a driver who is preparing for a left- or right-hand turn or who is in the process of entering into or exiting from a highway or to a driver who is required necessarily to drive in a lane other than the right-hand lane to continue on his or her intended route.

Amended Sec. 1, Ch. 300, Stats. 2004. Effective January 1, 2005.

Maximum Speed Limit

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

(b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:

(1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.

(2) Passing lanes may not be considered when determining the number of through lanes.

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

Amended Sec. 41, Ch. 724, Stats. 1999. Effective January 1, 2000.

Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface

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

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

Speed Law Violations

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

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

Prima Facie Speed Limits

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

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

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning

sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Pedestrian Safety Account pursuant to Section 894.7 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Amended Sec. 1, Ch. 240, Stats. 2013. Effective January 1, 2014.

City of Norco: Equestrian Safety

22353. When conducting an engineering and traffic survey, the City of Norco, in addition to the factors set forth in Section 627, may also consider equestrian safety.

Added Sec. 1, Ch. 186, Stats. 2002. Effective January 1, 2003.

City of Orange: Equestrian Safety

22353.5. *When conducting an engineering and traffic survey of the public streets within the boundaries of the common interest development known as Orange Park Acres, in addition to the factors set forth in Section 627, the County of Orange may also consider equestrian safety.*

Added Sec. 1, Ch. 282, Stats. 2014. Effective January 1, 2015.

Decrease of State Highway Speed Limits

22354. (a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30 or 25 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

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

Added Sec. 25, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

Speed Limit Change: Consultation and Consideration Requirements

22354.5. (a) Whenever the Department of Transportation determines, upon the basis of an engineering and traffic survey, to increase or decrease the existing speed limit on a particular portion of a state highway pursuant to Section 22354, it shall, prior to increasing or decreasing that speed limit, consult with, and take into consideration the recommendations of, the Department of the California Highway Patrol.

(b) The city council or board of supervisors of a city or county through which any portion of a state highway subject to subdivision (a) extends may conduct a public hearing on the proposed increase or decrease at a convenient location as near as possible to that portion of state highway. The Department of Transportation shall take into consideration the results of the public hearing in determining whether to increase or decrease the speed limit.

Added Ch. 219, Stats. 1991. Effective January 1, 1992.

Variable Speed Limits

22355. Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the safe and orderly movement of traffic upon any state highway which is a freeway will be facilitated by the establishment of variable speed limits, the department may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which signs shall be so designed as to permit display of different speed limits at various times of the day or night. Such signs need not conform to the standards and specifications established by regulations of the Department of Transportation pursuant to Section 21400, but shall be of sufficient size and clarity to give adequate notice of the applicable speed limit. The speed limit upon the freeway at a particular time and place shall be that which is then and there displayed upon such sign.

Amended Ch. 78, Stats. 1973. Effective January 1, 1974.

Increase of Freeway Speed Limit to 70 Miles Per Hour

22356. (a) Whenever the Department of Transportation, after consultation with the Department of the California Highway Patrol, determines upon the basis of an engineering and traffic survey on existing highway segments, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed highway segments, that a speed greater than 65 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any state highway, or portion thereof, that is otherwise subject to a maximum speed limit of 65 miles per hour, the Department of Transportation, with the approval of the Department of the California Highway Patrol, may declare a higher maximum speed of 70 miles per hour for vehicles not subject to Section 22406, and shall cause appropriate signs to be erected giving notice thereof. The Department of Transportation shall only make a determination under this section that is fully consistent with, and in full compliance with, federal law.

(b) No person shall drive a vehicle upon that highway at a speed greater than 70 miles per hour, as posted.

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

Added Sec. 27, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative January 7, 1996.

Increase of Local Speed Limits to 65 Miles Per Hour

22357. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when

passing a senior center or other facility primarily used by senior citizens.

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

Added Sec. 29, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

Decrease Near Children's Playgrounds

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

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

Decrease of Local Speed Limits

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

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

Added Sec. 31, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

Decrease on Narrow Street

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

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

Decrease of Local Limits Near Schools or Senior Centers

22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

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

Department of Transportation and the appropriate signs are erected upon the highway.

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

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

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

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

(A) A maximum of two traffic lanes.

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

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

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

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

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

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

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

Amended Sec. 23, Ch. 279, Stats. 2005. Effective January 1, 2006.
Amended Sec. 1, Ch. 384, Stats. 2007. Effective January 1, 2008.

Downward Speed Zoning

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

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

Boundary Line Streets

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

Amended Ch. 209, Stats. 1963. Effective April 29, 1963.

Maximum Speed Limit on Local Highway Linking Districts

22360. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a highway other than a state highway for a distance of not exceeding 2,000 feet in length between districts, either business or residence, the local authority may determine and declare a reasonable and safe prima facie limit thereon lower than 65 miles per hour, but not less than 25 miles per hour, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street or highway.

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

Added Sec. 33, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

Multiple-Lane Highways

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

Amended Ch. 209, Stats. 1963. Effective April 29, 1963.

Speed Limit Where Persons at Work

22362. It is prima facie a violation of the basic speed law for any person to operate a vehicle in excess of the posted speed limit upon any portion of a highway where officers or employees of the agency having jurisdiction of the same, or any contractor of the agency or his employees, are at work on the roadway or within the right-of-way so close thereto as to be endangered by passing traffic. This section applies only when appropriate signs, indicating the limits of the restricted zone, and the speed limit applicable therein, are placed by such agency within 400 feet of each end of such zone. The signs shall display the figures indicating the applicable limit, which shall not be less than 25 miles per hour, and shall indicate the

purpose of the speed restriction. Nothing in this section shall be deemed to relieve any operator of a vehicle from complying with the basic speed law.

Amended Ch. 515, Stats. 1970. Effective November 23, 1970.

Restrictions Because of Snow or Ice Conditions

22363. Notwithstanding any speed limit that may be in effect upon the highway, the Department of Transportation in respect to state highways, or a local authority with respect to highways under its jurisdiction, may determine and declare a prima facie speed limit of 40, 35, 30, or 25 miles per hour, whichever is found most appropriate and is reasonable and safe based on the prevailing snow or ice conditions upon such highway or any portion thereof. Signs may be placed and removed as snow or ice conditions vary.

Amended Ch. 545, Stats. 1974. Effective January 1, 1975.

Lane Speed Limits

22364. Whenever the Department of Transportation determines, upon the basis of an engineering and traffic survey, that the safe and orderly movement of traffic upon any state highway will be facilitated by the establishment of different speed limits for the various lanes of traffic, the department may place signs upon the state highway, or any portion thereof. The signs shall designate the speed limits for each of the lanes of traffic.

Amended Ch. 681, Stats. 1982. Effective January 1, 1983.

Prima Facie Speed Limit: South Coast Air Quality Management District: Local Ordinances

22365. Notwithstanding any other provision of law, any county or city, which is contained, in whole or in part, within the South Coast Air Quality Management District, may, if the county or city determines that it is necessary to achieve or maintain state or federal ambient air quality standards for particulate matter, determine and declare by ordinance a prima facie speed limit that is lower than that which the county or city is otherwise permitted by this code to establish, for any unpaved road under the jurisdiction of the county or city and within the district. That declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected along the road.

Added Sec. 1, Ch. 16, Stats. 1997. Effective May 30, 1997.

Notice of Authorization to Increase Maximum Speed Limit

22366. (a) Whenever the Director of Transportation determines the date upon which the state may establish a maximum speed limit of 65 miles per hour on highways without subjecting the state to a reduction in the amount of federal aid for highways, the director shall notify the Secretary of State of that determination.

(b) The notice required under subdivision (a) shall state that it is being made pursuant to this section.

(c) The notice shall specify a date which is either the date determined pursuant to subdivision (a), or a later date designated by the director.

Added Sec. 34, Ch. 766, Stats. 1995. Effective January 1, 1996.

Article 2. Other Speed Laws

Minimum Speed Law

22400. (a) No person shall drive upon a highway at such a slow speed as to impede or block the normal and

ATTACHMENT C
CA MUTCD Section 7B.15

DRAFT

Support:

^{06a} The In-Street Pedestrian Crossing and the In-Street Schoolchildren Crossing (R1-6a and R1-6c) signs are deleted as a stop is not required in California per CVC 21950.

Standard:

⁰⁷ If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 ~~or R1-6a~~) signs (see Section 2B.12).

⁰⁸ The In-Street Pedestrian Crossing sign, the In-Street Schoolchildren Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used at ~~signalized locations~~ **controlled approaches**.

Section 7B.13 School Bus Stop Ahead Sign (S3-1)

Guidance:

⁰¹ The School Bus Stop Ahead (S3-1) sign (see Figure 7B-1 ~~or 7B-1(CA)~~) should be installed in advance of locations where a school bus, when stopped to pick up or discharge passengers, is not visible to road users for an adequate distance and where there is no opportunity to relocate the school bus stop to provide adequate sight distance.

Standard:

⁰² The School Bus Stop Ahead (S3-1) sign shall be installed in advance of an approved school bus stop where there is not a clear view in advance of the stop from a distance of 200 feet. Refer to CVC 22504(c).

Section 7B.14 SCHOOL BUS TURN AHEAD Sign (S3-2)

Option:

⁰¹ The SCHOOL BUS TURN AHEAD (S3-2) sign (see Figure 7B-1 ~~or 7B-1(CA)~~) may be installed in advance of locations where a school bus turns around on a roadway at a location not visible to approaching road users for a distance as determined by the "0" column under Condition B of Table 2C-4, and where there is no opportunity to relocate the school bus turn around to provide the distance provided in Table 2C-4.

Section 7B.15 School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1) and END SCHOOL SPEED LIMIT Sign (S5-3)

Standard:

⁰¹ A School Speed Limit assembly ~~Assembly C(CA)~~ **Assembly C(CA)** (see Figure 7B-1 ~~7B-1(CA)~~) ~~or a School Speed Limit (S5-1) sign (see Figure 7B-1)~~ shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute. The School Speed Limit assembly ~~Assembly C(CA)~~ **Assembly C(CA)** or School Speed Limit sign shall be placed at or as near as practical to the point where the reduced school speed limit zone begins (see Figures 7B-3 ~~and 7B-5~~).

⁰² If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-4 for advance placement guidelines) of the first School Speed Limit sign assembly ~~or S5-1 sign~~ that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-3 ~~and 7B-5~~).

⁰³ ~~Where increased fines are imposed for traffic violations within a reduced school speed limit zone, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the reduced school speed limit sign to notify road users.~~

⁰⁴ ~~Except as provided in Paragraph 5, the~~ The downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) and/or Speed Limit (R2-1) sign (see Figures 7B-1, 7B-1(CA), ~~and 7B-5 and 7B-5(CA)~~).

Option:

⁰⁵ ~~If a reduced school speed limit zone ends at the same point as a higher fines zone, an END SCHOOL ZONE (S5-2) sign may be used instead of a combination of an END HIGHER FINES ZONE (R2-11) sign and an END SCHOOL SPEED LIMIT (S5-3) sign.~~

~~06 A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign or the END SCHOOL ZONE (S5-2) sign or the Speed Limit (R2-1) sign may be posted by itself (see Figures 7B-5(CA) and 7B-102(CA)).~~

Guidance:

~~07 The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200 foot distance should be increased if the reduced school speed limit is 30 mph or higher. Refer Figures 7B-1(CA), 7B-5, 7B-5(CA), and 7B-101(CA) through 7B-103(CA).~~

Standard:

~~08 The School Speed Limit assembly~~ **Assembly C(CA) shall be either a fixed-message sign assembly or a changeable message sign.**

~~09 The fixed-message School Speed Limit assembly~~ **Assembly C(CA) shall consist of a top plaque (S4-3P) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque WHEN CHILDREN ARE PRESENT (S4-1P, S4-2P, S4-4P, or S4-6P) indicating the specific periods of the day and/or days of the week that the special school speed limit is in effect (see Figure 7B-1 7B-1(CA)).**

Option:

10 Changeable message signs (see Chapter 2L and Section 6F.60) may be used to inform drivers of the school speed limit. If the sign is internally illuminated, it may have a white legend on a black background. Changeable message signs with flashing beacons may be used for situations where greater emphasis of the special school speed limit is needed.

Guidance:

11 *Even though it might not always be practical because of special features to make changeable message signs conform in all respects to the standards in this Manual for fixed-message signs, during the periods that the school speed limit is in effect, their basic shape, message, legend layout, and colors should comply with the standards for fixed-message signs.*

12 *A confirmation light or device to indicate that the speed limit message is in operation should be considered for inclusion on the back of the changeable message sign.*

Standard:

13 **Fluorescent yellow-green pixels shall be used when the "SCHOOL" message is displayed on a changeable message sign for a school speed limit.**

Option:

14 Changeable message signs may use blank-out messages or other methods in order to display the school speed limit only during the periods it applies.

15 Changeable message signs that display the speed of approaching drivers (see Section 2B.13) may be used in a school speed limit zone.

~~16 A Speed Limit Sign Beacon (see Section 4L.04) also may be used, with a WHEN FLASHING legend, to identify the periods that the school speed limit is in effect.~~

Standard:

17 **The School Speed Limit Assembly C(CA) shall be used on streets with speed limits greater than 25 mph that are contiguous to a school building or school grounds.**

Support:

18 **The School Speed Limit Assembly C(CA) is shown in Figure 7B-1(CA).**

Option:

19 **If used, the School Speed Limit Assembly C(CA) may be posted up to 500 feet in advance of the school boundary.**

Standard:

20 **The "WHEN FLASHING" and specific time period messages shall not be used in school areas in California as they are not supported by CVC 22352. Hence, the Specific Time Period Plaque (S4-1P), WHEN FLASHING (S4-4P) and SCHOOL SPEED LIMIT 20 WHEN FLASHING (S5-1) signs shall not be used in California.**

Support:

21 **The "WHEN FLASHING" message is misleading because it suggests that the speed limit is in force only when the flashing beacons are in operation. The prima facie speed limit of 25 mph is in effect based on the presence of children per CVC 22352, not on the operation of the flashing beacons.**

22 Not using the "WHEN FLASHING" message also addresses the situation when children are present but the flashing beacons are inoperative for any reason.

23 Not using the "WHEN FLASHING" message does not alter the warrants or the use of a flashing yellow beacon or its effectiveness as an attention-getting device.

24 The specific time period message is misleading because it suggests that the speed limit is in force only during the time period specified. The prima facie speed limit of 25 mph is in effect based on the presence of children per CVC 22352, not on the time period specified.

EXTENDED 25 MPH AND/OR REDUCED SPEEDS IN SCHOOL ZONES

Option:

25 A local authority may declare a 20 or 15 mph prima facie speed limit within 500 feet of a school building or school grounds and an extended 25 mph prima facie speed limit within 500 to 1000 feet from a school or school grounds.

Support:

26 The extended 25 mph school speed zone can provide a progressive speed reduction.

Standard:

27 If the local authority declares by ordinance or resolution the above prima facie speed limits, all of the following criteria shall be met:

- A. Street (or highway) is in a residential district.
- B. Street (or highway) outside of a school zone has a posted speed limit no greater than 30 mph.
- C. Street (or highway) has no more than a total of two through traffic lanes (one in each direction or two in one direction).
- D. The reduced school zone speed limit of 20 or 15 mph is within 500 feet of school grounds.
- E. The extended school zone speed limit of 25 mph is within 500 to 1000 feet of school grounds.

28 When used, a local ordinance or resolution adopted to establish a 20 or 15 mph reduced school zone speed limit and/or an extended 25 mph school zone speed limit shall not be effective until School Speed Limit Assembly C (CA) giving notice of the speed limit(s) is erected upon the highway.

29 On a State highway, the ordinance or resolution shall not be effective until the ordinance or resolution has been approved by Caltrans and appropriate school zone speed signs are erected upon the State highway.

30 For purposes of a 20 or 15 mph reduced prima facie speed limit, School Speed Limit Assembly C (CA) indicating a speed limit of 20 or 15 mph shall be placed at a distance up to 500 feet away from school grounds. For purposes of an extended 25 mph prima facie speed limit, School Speed Limit Assembly C (CA) indicating a speed limit of 25 mph shall be placed at any distance between 500 to 1,000 feet away from school grounds. Refer to Figure 7B-103(CA).

31 The established school speed limits shall be effective when children are going to or leaving the school, either during school hours or during the noon recess hour. The school speed limits shall also apply when the school grounds are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children (this condition can apply at any time of day or any day of the week).

32 The determination to reduce a prima facie speed limit to 20 or 15 mph and/or extend a 25 mph school zone speed limit, as described above, shall be documented in writing, in an engineering study. The engineering study shall identify the provisions of Section 627 of the California Vehicle Code (CVC) that support the reduced and/or extended school zone speed limit(s).

Guidance:

33 *When preparing an engineering study pursuant to the Standard above, the local authority should cite all elements of an Engineering and Traffic Survey, as discussed in CVC Section 627, that support the need for a reduced speed limit of 20 or 15 mph and/or an extended 25 mph school zone speed limit.*

Support:

34 The documentation of prevailing speeds found in CVC Section 627 can be used to establish an existing speed profile for the school zone, but the 85th percentile speed is not used to set the reduced or extended school speed limit.

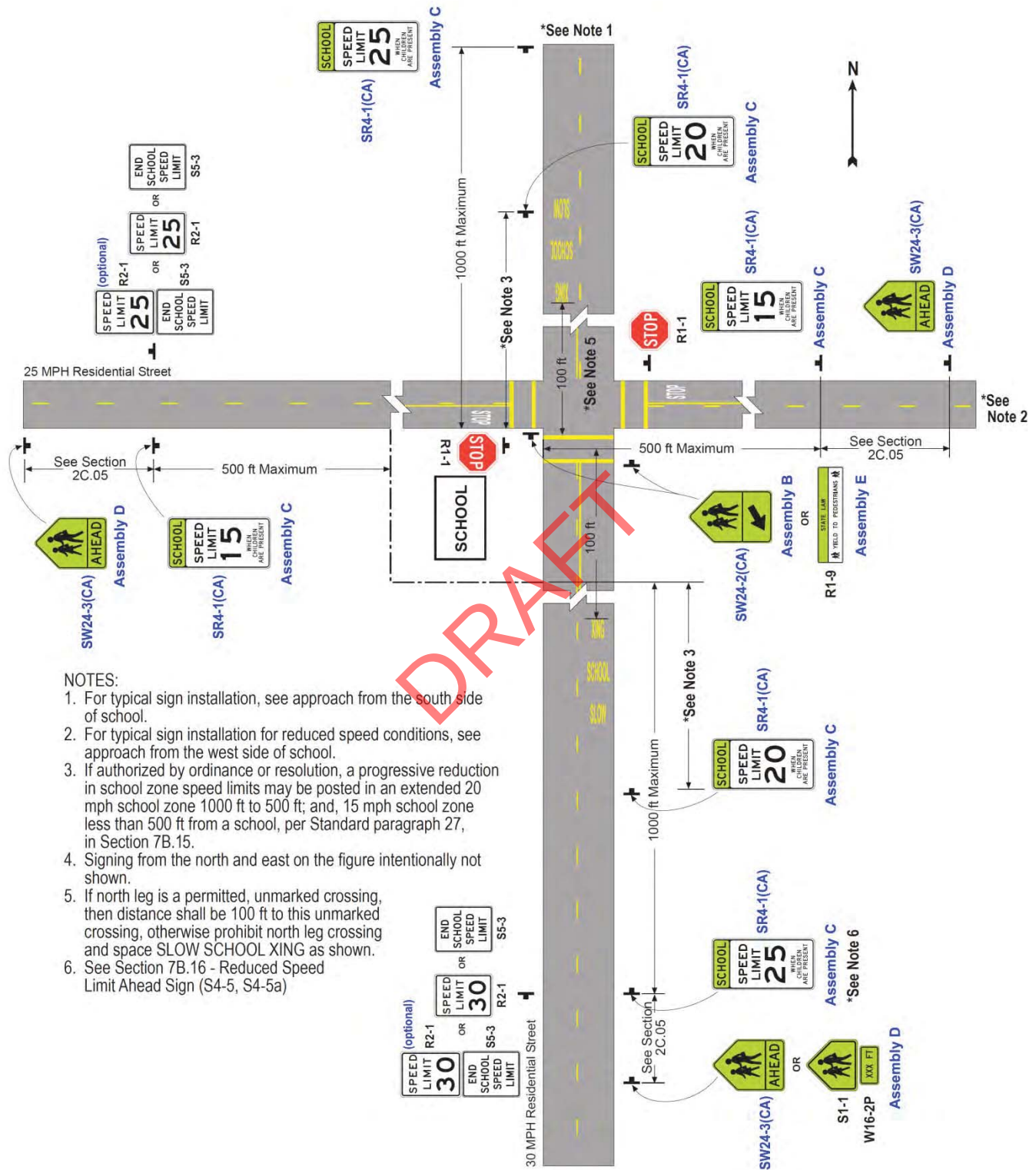
Standard:

35 The local authority shall reimburse Caltrans for all costs incurred by Caltrans under this section.

ATTACHMENT D
CA MUTCD Figure 7B-103(CA)

DRAFT

Figure 7B-103(CA). Example of Signing for School Area Traffic Control with Extended and/or Reduced School Zone Speed Limits



ATTACHMENT E
ADT Counts

DRAFT

VOLUME

El Marino Elementary School & Port Rd

Day: Tuesday
Date: 11/10/2015City: Culver City
Project #: CA15_5596_001

DAILY TOTALS					NB	SB	EB					WB	Total
					1,018	910	0					0	1,928
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0		12:00	12	14			26	
00:15	0	0			0		12:15	10	6			16	
00:30	1	1			2		12:30	11	11			22	
00:45	0	1	0	1	0	2	12:45	9	42	13	44	22	86
01:00	0	1			1		13:00	10	7			17	
01:15	2	2			4		13:15	13	5			18	
01:30	2	0			2		13:30	7	6			13	
01:45	0	4	1	4	1	8	13:45	3	33	1	19	4	52
02:00	0	0			0		14:00	13	13			26	
02:15	0	0			0		14:15	12	13			25	
02:30	0	0			0		14:30	10	18			28	
02:45	0	0			0		14:45	22	57	25	69	47	126
03:00	0	0			0		15:00	19	33			52	
03:15	0	0			0		15:15	52	40			92	
03:30	0	0			0		15:30	25	26			51	
03:45	0	1	1		1	1	15:45	20	116	24	123	44	239
04:00	1	0			1		16:00	17	18			35	
04:15	0	1			1		16:15	22	25			47	
04:30	1	0			1		16:30	19	22			41	
04:45	0	2	0	1	0	3	16:45	23	81	25	90	48	171
05:00	0	0			0		17:00	19	31			50	
05:15	1	0			1		17:15	34	30			64	
05:30	3	1			4		17:30	28	36			64	
05:45	1	5	1	2	2	7	17:45	26	107	32	129	58	236
06:00	1	0			1		18:00	18	27			45	
06:15	5	1			6		18:15	20	21			41	
06:30	4	3			7		18:30	14	26			40	
06:45	6	16	3	7	9	23	18:45	9	61	25	99	34	160
07:00	16	9			25		19:00	8	13			21	
07:15	22	4			26		19:15	12	11			23	
07:30	29	9			38		19:30	6	6			12	
07:45	28	95	7	29	35	124	19:45	4	30	10	40	14	70
08:00	46	10			56		20:00	8	2			10	
08:15	66	27			93		20:15	6	5			11	
08:30	55	34			89		20:30	2	6			8	
08:45	22	189	19	90	41	279	20:45	3	19	9	22	12	41
09:00	24	10			34		21:00	3	6			9	
09:15	11	10			21		21:15	1	8			9	
09:30	10	6			16		21:30	3	2			5	
09:45	4	49	10	36	14	85	21:45	1	8	3	19	4	27
10:00	11	2			13		22:00	7	5			12	
10:15	14	6			20		22:15	0	3			3	
10:30	6	5			11		22:30	1	5			6	
10:45	9	40	5	18	14	58	22:45	0	8	2	15	2	23
11:00	9	10			19		23:00	3	1			4	
11:15	16	7			23		23:15	0	1			1	
11:30	12	20			32		23:30	1	1			2	
11:45	13	50	10	47	23	97	23:45	1	5	2	5	3	10
TOTALS	451	236			687		TOTALS	567	674			1241	
SPLIT %	65.6%	34.4%			35.6%		SPLIT %	45.7%	54.3%			64.4%	

DAILY TOTALS				NB	SB	EB				WB	Total	
				1,018	910					0		
AM Peak Hour	07:45	08:00			08:00	PM Peak Hour	14:45	17:00				14:45
AM Pk Volume	195	90			279	PM Pk Volume	118	129				242
Pk Hr Factor	0.739	0.662			0.750	Pk Hr Factor	0.567	0.896				0.658
7 - 9 Volume	284	119	0	0	403	4 - 6 Volume	188	219	0	0		407
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	195	90	0	0	279	4 - 6 Pk Volume	107	129	0	0		236
Pk Hr Factor	0.739	0.662	0.000	0.000	0.750	Pk Hr Factor	0.787	0.896	0.000	0.000		0.922

VOLUME

El Marino Elementary School & Hayter Ave

Day: Tuesday
Date: 11/10/2015City: Culver City
Project #: CA15_5596_002

DAILY TOTALS					NB	SB	EB					WB	Total
					472	472	0					0	944
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	7	8			15		
00:15	0	0			0	12:15	11	5			16		
00:30	0	0			0	12:30	13	4			17		
00:45	0	0			0	12:45	5	36	6	23	11	59	
01:00	0	0			0	13:00	4	3			7		
01:15	0	0			0	13:15	4	6			10		
01:30	0	1			1	13:30	8	2			10		
01:45	1	1	0	1	1	13:45	3	19	4	15	7	34	
02:00	0	0			0	14:00	4	2			6		
02:15	0	0			0	14:15	8	6			14		
02:30	0	0			0	14:30	8	7			15		
02:45	0	0			0	14:45	6	26	16	31	22	57	
03:00	0	1			1	15:00	10	8			18		
03:15	0	0			0	15:15	8	15			23		
03:30	0	0			0	15:30	13	13			26		
03:45	0	0	1		0	15:45	15	46	9	45	24	91	
04:00	0	0			0	16:00	7	16			23		
04:15	0	0			0	16:15	11	13			24		
04:30	0	0			0	16:30	11	12			23		
04:45	0	0			0	16:45	9	38	14	55	23	93	
05:00	1	0			1	17:00	12	9			21		
05:15	0	1			1	17:15	12	16			28		
05:30	2	0			2	17:30	9	13			22		
05:45	1	4	0	1	1	17:45	14	47	15	53	29	100	
06:00	0	2			2	18:00	16	11			27		
06:15	2	2			4	18:15	7	10			17		
06:30	2	1			3	18:30	4	6			10		
06:45	3	7	3	8	6	18:45	4	31	14	41	18	72	
07:00	3	3			6	19:00	7	7			14		
07:15	5	4			9	19:15	2	7			9		
07:30	12	5			17	19:30	3	2			5		
07:45	16	36	9	21	25	19:45	2	14	2	18	4	32	
08:00	14	19			33	20:00	5	2			7		
08:15	22	20			42	20:15	2	1			3		
08:30	23	32			55	20:30	0	4			4		
08:45	18	77	21	92	39	20:45	8	15	2	9	10	24	
09:00	8	2			10	21:00	5	1			6		
09:15	3	1			4	21:15	1	2			3		
09:30	4	5			9	21:30	3	2			5		
09:45	7	22	4	12	11	21:45	2	11	0	5	2	16	
10:00	3	6			9	22:00	1	1			2		
10:15	4	3			7	22:15	0	0			0		
10:30	1	4			5	22:30	2	1			3		
10:45	8	16	4	17	12	22:45	0	3	0	2	0	5	
11:00	5	3			8	23:00	0	0			0		
11:15	7	6			13	23:15	0	0			0		
11:30	4	4			8	23:30	0	0			0		
11:45	6	22	7	20	13	23:45	1	1	2	2	3	3	
TOTALS	185	173			358	TOTALS	287	299			586		
SPLIT %	51.7%	48.3%			37.9%	SPLIT %	49.0%	51.0%			62.1%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				472	472					0				
AM Peak Hour	08:00	08:00	08:00			PM Peak Hour	17:15	16:00	17:15					
AM Pk Volume	77	92	169			PM Pk Volume	51	55	106					
Pk Hr Factor	0.837	0.719	0.768			Pk Hr Factor	0.797	0.859	0.914					
7 - 9 Volume	113	113	0	0	226	4 - 6 Volume	85	108	0	0	193			
7 - 9 Peak Hour	08:00	08:00	08:00			4 - 6 Peak Hour	17:00	16:00	17:00					
7 - 9 Pk Volume	77	92	0	0	169	4 - 6 Pk Volume	47	55	0	0	100			
Pk Hr Factor	0.837	0.719	0.000	0.000	0.768	Pk Hr Factor	0.839	0.859	0.000	0.000	0.862			

VOLUME

El Marino Elementary School & Berryman Ave

Day: Tuesday

Date: 11/10/2015

City: Culver City

Project #: CA15_5596_003

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	516					481	997		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			7	9	16			
00:15			0	0	0		12:15			6	10	16			
00:30			0	0	0		12:30			7	11	18			
00:45			0	0	0		12:45			5	25	6	36	11	61
01:00			0	1	1		13:00			4	4	8			
01:15			1	0	1		13:15			8	5	13			
01:30			1	0	1		13:30			4	7	11			
01:45			0	2	1	2	13:45			3	19	5	21	8	40
02:00			0	0	0		14:00			2	5	7			
02:15			0	0	0		14:15			9	8	17			
02:30			0	0	0		14:30			5	10	15			
02:45			0	0	0		14:45			12	28	13	36	25	64
03:00			1	0	1		15:00			4	12	16			
03:15			1	1	2		15:15			26	4	30			
03:30			0	0	0		15:30			15	7	22			
03:45			0	2	0	1	15:45			12	57	10	33	22	90
04:00			0	0	0		16:00			18	6	24			
04:15			0	0	0		16:15			19	10	29			
04:30			0	0	0		16:30			13	10	23			
04:45			0	0	0		16:45			16	66	13	39	29	105
05:00			0	1	1		17:00			11	15	26			
05:15			1	0	1		17:15			18	13	31			
05:30			1	0	1		17:30			8	10	18			
05:45			0	2	1	2	17:45			16	53	9	47	25	100
06:00			2	0	2		18:00			16	14	30			
06:15			1	1	2		18:15			15	6	21			
06:30			1	2	3		18:30			9	8	17			
06:45			4	8	3	6	18:45			16	56	8	36	24	92
07:00			4	2	6		19:00			8	7	15			
07:15			2	8	10		19:15			7	3	10			
07:30			5	12	17		19:30			3	4	7			
07:45			5	16	17	39	19:45			2	20	1	15	3	35
08:00			9	16	25		20:00			1	3	4			
08:15			13	23	36		20:15			1	2	3			
08:30			27	9	36		20:30			3	1	4			
08:45			31	80	10	58	20:45			3	8	8	14	11	22
09:00			7	10	17		21:00			0	3	3			
09:15			2	5	7		21:15			4	0	4			
09:30			9	7	16		21:30			3	6	9			
09:45			5	23	7	29	21:45			2	9	3	12	5	21
10:00			6	3	9		22:00			1	1	2			
10:15			5	5	10		22:15			0	0	0			
10:30			3	3	6		22:30			1	3	4			
10:45			5	19	9	20	22:45			0	2	0	4	0	6
11:00			3	5	8		23:00			0	1	1			
11:15			5	6	11		23:15			1	1	2			
11:30			3	7	10		23:30			0	0	0			
11:45			7	18	11	29	23:45			2	3	0	2	2	5
TOTALS	170				186	356	TOTALS	346				295	641		
SPLIT %	47.8%				52.2%	35.7%	SPLIT %	54.0%				46.0%	64.3%		

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						516	481						997
AM Peak Hour			08:00	07:30	08:00		PM Peak Hour			15:15	16:30	16:30							
AM Pk Volume			80	68	138		PM Pk Volume			71	51	109							
Pk Hr Factor			0.645	0.739	0.841		Pk Hr Factor			0.683	0.850	0.879							
7 - 9 Volume	0	0	96	97	193		4 - 6 Volume	0	0	119	86	205							
7 - 9 Peak Hour			08:00	07:30	08:00		4 - 6 Peak Hour			16:00	16:30	16:30							
7 - 9 Pk Volume	0	0	80	68	138		4 - 6 Pk Volume	0	0	66	51	109							
Pk Hr Factor	0.000	0.000	0.645	0.739	0.841		Pk Hr Factor	0.000	0.000	0.868	0.850	0.879							

VOLUME

El Marino Elementary School & Coolidge Ave

Day: Tuesday
Date: 11/10/2015City: Culver City
Project #: CA15_5596_004

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	293					446	739		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			2	3	5			
00:15			0	0	0		12:15			4	4	8			
00:30			0	0	0		12:30			2	1	3			
00:45			1	1	0	1	1	12:45		1	9	1	9	2	18
01:00			0	1	1		13:00			3	3	6			
01:15			1	0	1		13:15			1	3	4			
01:30			1	0	1		13:30			4	5	9			
01:45			0	2	0	1	0	13:45		8	16	7	18	15	34
02:00			0	0	0		14:00			4	2	6			
02:15			0	0	0		14:15			5	2	7			
02:30			1	0	1		14:30			5	4	9			
02:45			0	1	0	0	14:45			10	24	13	21	23	45
03:00			0	0	0		15:00			14	8	22			
03:15			0	0	0		15:15			16	25	41			
03:30			0	0	0		15:30			3	3	6			
03:45			0	0	0		15:45			6	39	12	48	18	87
04:00			1	0	1		16:00			8	11	19			
04:15			0	0	0		16:15			12	11	23			
04:30			0	0	0		16:30			12	18	30			
04:45			0	1	2	2	2	16:45		11	43	14	54	25	97
05:00			0	0	0		17:00			10	16	26			
05:15			0	0	0		17:15			19	18	37			
05:30			1	0	1		17:30			12	18	30			
05:45			0	1	0	0	17:45			7	48	23	75	30	123
06:00			0	0	0		18:00			8	6	14			
06:15			0	0	0		18:15			6	2	8			
06:30			1	0	1		18:30			2	0	2			
06:45			0	1	0	0	18:45			1	17	3	11	4	28
07:00			2	1	3		19:00			0	1	1			
07:15			2	6	8		19:15			2	1	3			
07:30			3	9	12		19:30			0	0	0			
07:45			4	11	7	23	11	19:45		1	3	3	5	4	8
08:00			6	9	15		20:00			0	0	0			
08:15			8	34	42		20:15			1	1	2			
08:30			15	65	80		20:30			0	0	0			
08:45			8	37	27	135	35	20:45		0	1	1	2	1	3
09:00			2	2	4		21:00			1	0	1			
09:15			3	2	5		21:15			4	1	5			
09:30			2	1	3		21:30			0	2	2			
09:45			1	8	4	9	5	21:45		0	5	1	4	1	9
10:00			0	6	6		22:00			1	0	1			
10:15			1	3	4		22:15			0	0	0			
10:30			1	2	3		22:30			0	0	0			
10:45			0	2	1	12	1	22:45		0	1	1	1	1	2
11:00			4	1	5		23:00			0	0	0			
11:15			3	2	5		23:15			0	0	0			
11:30			9	2	11		23:30			0	0	0			
11:45			6	22	11	16	17	23:45		0	0	0			
TOTALS	87					198	285	TOTALS	206					248	454
SPLIT %	30.5%					69.5%	38.6%	SPLIT %	45.4%					54.6%	61.4%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						293	446						739
AM Peak Hour			08:00	08:00	08:00		PM Peak Hour			16:30	17:00	17:00							
AM Pk Volume			37	135	172		PM Pk Volume			52	75	123							
Pk Hr Factor			0.617	0.519	0.538		Pk Hr Factor			0.684	0.815	0.831							
7 - 9 Volume	0	0	48	158	206		4 - 6 Volume	0	0	91	129	220							
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			16:30	17:00	17:00							
7 - 9 Pk Volume	0	0	37	135	172		4 - 6 Pk Volume	0	0	52	75	123							
Pk Hr Factor	0.000	0.000	0.617	0.519	0.538		Pk Hr Factor	0.000	0.000	0.684	0.815	0.831							

VOLUME

El Marino Elementary School & Diller Ave

Day: Tuesday
Date: 11/10/2015City: Culver City
Project #: CA15_5596_005

DAILY TOTALS					NB	SB	EB					WB	Total
					212	299	0					0	511
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	6	2			8		
00:15	0	0			0	12:15	3	3			6		
00:30	0	1			1	12:30	0	0			0		
00:45	1	1	0	1	1 2	12:45	0	9	0	5	14		
01:00	0	1			1	13:00	0	0			0		
01:15	1	0			1	13:15	1	2			3		
01:30	0	0			0	13:30	0	1			1		
01:45	0	1	0	1	0 2	13:45	2	3	3	6	9		
02:00	0	0			0	14:00	1	1			2		
02:15	0	0			0	14:15	3	5			8		
02:30	0	0			0	14:30	2	6			8		
02:45	0	0			0	14:45	1	7	20	32	39		
03:00	1	1			2	15:00	3	12			15		
03:15	0	0			0	15:15	24	5			29		
03:30	0	0			0	15:30	6	5			11		
03:45	0	1	0	1	0 2	15:45	4	37	7	29	66		
04:00	0	0			0	16:00	5	4			9		
04:15	0	1			1	16:15	4	4			8		
04:30	0	0			0	16:30	9	8			17		
04:45	1	1	0	1	1 2	16:45	7	25	7	23	48		
05:00	0	0			0	17:00	4	8			12		
05:15	0	0			0	17:15	10	7			17		
05:30	0	1			1	17:30	4	8			12		
05:45	0	1	2		1 2	17:45	10	28	9	32	60		
06:00	0	0			0	18:00	10	0			10		
06:15	0	0			0	18:15	6	1			7		
06:30	0	0			0	18:30	0	2			2		
06:45	2	2	2	2	4 4	18:45	0	16	2	5	21		
07:00	0	1			1	19:00	0	3			3		
07:15	3	5			8	19:15	1	0			1		
07:30	1	7			8	19:30	1	0			1		
07:45	8	12	9	22	17 34	19:45	0	2	1	4	6		
08:00	2	15			17	20:00	1	0			1		
08:15	8	41			49	20:15	0	1			1		
08:30	8	51			59	20:30	0	0			0		
08:45	22	40	4	111	26 151	20:45	0	1	0	1	2		
09:00	4	1			5	21:00	0	0			0		
09:15	2	0			2	21:15	1	1			2		
09:30	0	1			1	21:30	1	2			3		
09:45	1	7	2	4	3 11	21:45	0	2	0	3	5		
10:00	0	1			1	22:00	0	0			0		
10:15	0	2			2	22:15	0	0			0		
10:30	0	1			1	22:30	1	1			2		
10:45	1	1	0	4	1 5	22:45	0	1	0	1	2		
11:00	1	2			3	23:00	0	0			0		
11:15	1	1			2	23:15	0	0			0		
11:30	4	2			6	23:30	0	0			0		
11:45	9	15	4	9	13 24	23:45	0	0			0		
TOTALS	81	158			239	TOTALS	131	141			272		
SPLIT %	33.9%	66.1%			46.8%	SPLIT %	48.2%	51.8%			53.2%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				212	299					0				
AM Peak Hour	08:15	07:45			08:00		PM Peak Hour	15:15	14:15			14:45		
AM Pk Volume	42	116			151		PM Pk Volume	39	43			76		
Pk Hr Factor	0.477	0.569			0.640		Pk Hr Factor	0.406	0.538			0.655		
7 - 9 Volume	52	133	0	0	185		4 - 6 Volume	53	55	0	0	108		
7 - 9 Peak Hour	08:00	07:45			08:00		4 - 6 Peak Hour	16:30	17:00			16:30		
7 - 9 Pk Volume	40	116	0	0	151		4 - 6 Pk Volume	30	32	0	0	60		
Pk Hr Factor	0.455	0.569	0.000	0.000	0.640		Pk Hr Factor	0.750	0.889	0.000	0.000	0.882		

VOLUME

El Rincon Elementary School & Overland Ave

Day: Tuesday
Date: 9/22/2015City: Culver City
Project #: CA15_5596_006

DAILY TOTALS					NB	SB	EB					WB	Total
					13,603	12,453	0					0	26,056
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	11	14			25		12:00	161	171			332	
00:15	4	11			15		12:15	200	187			387	
00:30	14	6			20		12:30	209	253			462	
00:45	2	31	3	34	5	65	12:45	218	788	222	833	440	1621
01:00	5	4			9		13:00	182	180			362	
01:15	3	4			7		13:15	148	178			326	
01:30	3	6			9		13:30	165	162			327	
01:45	2	13	2	16	4	29	13:45	163	658	177	697	340	1355
02:00	3	3			6		14:00	171	156			327	
02:15	1	3			4		14:15	202	189			391	
02:30	2	1			3		14:30	201	275			476	
02:45	3	9	5	12	8	21	14:45	212	786	200	820	412	1606
03:00	1	3			4		15:00	210	233			443	
03:15	0	4			4		15:15	234	244			478	
03:30	2	1			3		15:30	214	272			486	
03:45	3	6	1	9	4	15	15:45	218	876	207	956	425	1832
04:00	3	4			7		16:00	233	277			510	
04:15	4	2			6		16:15	250	253			503	
04:30	8	2			10		16:30	273	264			537	
04:45	14	29	12	20	26	49	16:45	298	1054	250	1044	548	2098
05:00	7	7			14		17:00	295	238			533	
05:15	20	9			29		17:15	290	268			558	
05:30	25	13			38		17:30	278	303			581	
05:45	42	94	29	58	71	152	17:45	285	1148	241	1050	526	2198
06:00	30	29			59		18:00	306	272			578	
06:15	55	23			78		18:15	306	256			562	
06:30	81	46			127		18:30	295	324			619	
06:45	180	346	62	160	242	506	18:45	241	1148	398	1250	639	2398
07:00	215	93			308		19:00	228	365			593	
07:15	312	107			419		19:15	152	236			388	
07:30	355	147			502		19:30	147	204			351	
07:45	286	1168	197	544	483	1712	19:45	94	621	191	996	285	1617
08:00	352	187			539		20:00	111	147			258	
08:15	289	198			487		20:15	76	122			198	
08:30	285	174			459		20:30	94	108			202	
08:45	324	1250	184	743	508	1993	20:45	67	348	90	467	157	815
09:00	368	163			531		21:00	91	166			257	
09:15	384	168			552		21:15	80	99			179	
09:30	300	186			486		21:30	74	146			220	
09:45	219	1271	145	662	364	1933	21:45	64	309	144	555	208	864
10:00	177	139			316		22:00	55	105			160	
10:15	179	122			301		22:15	48	63			111	
10:30	197	123			320		22:30	31	54			85	
10:45	222	775	131	515	353	1290	22:45	21	155	38	260	59	415
11:00	187	220			407		23:00	15	25			40	
11:15	170	178			348		23:15	26	20			46	
11:30	151	136			287		23:30	25	14			39	
11:45	132	640	149	683	281	1323	23:45	14	80	10	69	24	149
TOTALS	5632	3456			9088		TOTALS	7971	8997			16968	
SPLIT %	62.0%	38.0%			34.9%		SPLIT %	47.0%	53.0%			65.1%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					13,603	12,453						0		
AM Peak Hour	08:45	11:45			08:45		PM Peak Hour	17:45	18:15			18:15		
AM Pk Volume	1376	760			2077		PM Pk Volume	1192	1343			2413		
Pk Hr Factor	0.896	0.751			0.941		Pk Hr Factor	0.974	0.844			0.944		
7 - 9 Volume	2418	1287	0	0	3705		4 - 6 Volume	2202	2094	0	0	4296		
7 - 9 Peak Hour	07:15	07:45			07:30		4 - 6 Peak Hour	16:45	16:45			16:45		
7 - 9 Pk Volume	1305	756	0	0	2011		4 - 6 Pk Volume	1161	1059	0	0	2220		
Pk Hr Factor	0.919	0.955	0.000	0.000	0.933		Pk Hr Factor	0.974	0.874	0.000	0.000	0.955		

VOLUME

El Rincon Elementary School & Sawtelle Blvd

Day: Tuesday
Date: 9/22/2015City: Culver City
Project #: CA15_5596_007

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	3,158					3,078	6,236
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			4	2	6		12:00			54	40	94	
00:15			1	1	2		12:15			43	48	91	
00:30			4	2	6		12:30			52	52	104	
00:45			0	9	1	6	12:45			48	197	47	187
01:00			0	0	0		13:00			45	44	89	
01:15			0	0	0		13:15			55	36	91	
01:30			0	1	1		13:30			49	35	84	
01:45			1	1	0	1	13:45			42	191	48	163
02:00			0	1	1		14:00			41	46	87	
02:15			1	1	2		14:15			52	48	100	
02:30			0	0	0		14:30			61	62	123	
02:45			1	2	1	3	14:45			63	217	64	220
03:00			0	1	1		15:00			58	118	176	
03:15			1	1	2		15:15			92	116	208	
03:30			1	1	2		15:30			109	53	162	
03:45			2	4	1	4	15:45			74	333	40	327
04:00			1	1	2		16:00			64	51	115	
04:15			0	0	0		16:15			58	50	108	
04:30			3	0	3		16:30			71	40	111	
04:45			2	6	5	6	16:45			78	271	60	201
05:00			2	0	2		17:00			86	54	140	
05:15			1	1	2		17:15			77	68	145	
05:30			3	3	6		17:30			70	60	130	
05:45			1	7	5	9	17:45			88	321	46	228
06:00			3	6	9		18:00			76	46	122	
06:15			5	4	9		18:15			85	32	117	
06:30			2	10	12		18:30			90	53	143	
06:45			19	29	16	36	18:45			62	313	30	161
07:00			19	27	46		19:00			77	37	114	
07:15			17	53	70		19:15			53	36	89	
07:30			31	49	80		19:30			52	30	82	
07:45			35	102	80	209	19:45			43	225	27	130
08:00			30	92	122		20:00			31	22	53	
08:15			42	125	167		20:15			27	16	43	
08:30			65	129	194		20:30			19	16	35	
08:45			71	208	76	422	20:45			27	104	14	68
09:00			48	66	114		21:00			19	18	37	
09:15			66	61	127		21:15			20	19	39	
09:30			41	54	95		21:30			18	16	34	
09:45			22	177	40	221	21:45			15	72	16	69
10:00			28	40	68		22:00			18	7	25	
10:15			27	31	58		22:15			9	10	19	
10:30			36	32	68		22:30			7	9	16	
10:45			43	134	46	149	22:45			10	44	5	31
11:00			37	64	101		23:00			4	8	12	
11:15			41	43	84		23:15			9	1	10	
11:30			55	40	95		23:30			2	4	6	
11:45			42	175	64	211	23:45			1	16	3	16
TOTALS			854	1277	2131		TOTALS			2304	1801	4105	
SPLIT %			40.1%	59.9%	34.2%		SPLIT %			56.1%	43.9%	65.8%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						3,158	3,078						6,236
AM Peak Hour			08:30	07:45	08:00		PM Peak Hour			15:15	14:30	14:45							
AM Pk Volume			250	426	630		PM Pk Volume			339	360	673							
Pk Hr Factor			0.880	0.826	0.812		Pk Hr Factor			0.778	0.763	0.809							
7 - 9 Volume	0	0	310	631	941		4 - 6 Volume	0	0	592	429	1021							
7 - 9 Peak Hour			08:00	07:45	08:00		4 - 6 Peak Hour			17:00	16:45	16:45							
7 - 9 Pk Volume	0	0	208	426	630		4 - 6 Pk Volume	0	0	321	242	553							
Pk Hr Factor	0.000	0.000	0.732	0.826	0.812		Pk Hr Factor	0.000	0.000	0.912	0.890	0.953							

VOLUME

Culver City Middle School/High School & Elenda St

Day: Tuesday
Date: 10/13/2015City: Culver City
Project #: CA15_5596_008

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	1,990					1,056	3,046	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	0	0		12:00			7	11	18		
00:15			1	0	1		12:15			21	7	28		
00:30			0	0	0		12:30			22	11	33		
00:45			0	1	0	1	12:45			15	65	7	36	
01:00			0	0	0		13:00			16	4	20		
01:15			1	0	1		13:15			28	11	39		
01:30			0	0	0		13:30			68	21	89		
01:45			0	1	0	1	13:45			56	168	37	73	
02:00			0	0	0		14:00			74	25	99		
02:15			0	0	0		14:15			55	30	85		
02:30			0	0	0		14:30			54	32	86		
02:45			0	0	0		14:45			32	215	19	106	
03:00			0	0	0		15:00			47	33	80		
03:15			0	0	0		15:15			44	27	71		
03:30			0	0	0		15:30			36	34	70		
03:45			0	0	0		15:45			45	172	23	117	
04:00			1	0	1		16:00			32	29	61		
04:15			0	0	0		16:15			29	20	49		
04:30			0	0	0		16:30			38	26	64		
04:45			0	1	0	1	16:45			32	131	16	91	
05:00			0	0	0		17:00			44	33	77		
05:15			1	0	1		17:15			45	27	72		
05:30			2	0	2		17:30			36	18	54		
05:45			2	5	0	5	17:45			33	158	23	101	
06:00			1	0	1		18:00			27	11	38		
06:15			4	1	5		18:15			27	33	60		
06:30			7	2	9		18:30			20	7	27		
06:45			15	27	11	14	18:45			36	110	13	64	
07:00			40	11	51		19:00			27	9	36		
07:15			119	46	165		19:15			9	2	11		
07:30			64	55	119		19:30			9	8	17		
07:45			84	307	60	172	19:45			5	50	1	20	
08:00			154	60	214		20:00			7	2	9		
08:15			95	40	135		20:15			4	8	12		
08:30			111	15	126		20:30			6	10	16		
08:45			33	393	18	133	20:45			5	22	3	23	
09:00			15	17	32		21:00			3	1	4		
09:15			7	10	17		21:15			3	6	9		
09:30			9	7	16		21:30			8	2	10		
09:45			11	42	7	41	21:45			6	20	0	9	
10:00			9	5	14		22:00			0	0	0		
10:15			9	3	12		22:15			0	0	0		
10:30			10	4	14		22:30			2	0	2		
10:45			9	37	11	23	22:45			0	2	0	2	
11:00			14	7	21		23:00			0	0	0		
11:15			13	8	21		23:15			0	0	0		
11:30			20	15	35		23:30			0	0	0		
11:45			13	60	3	33	23:45			3	3	0	3	
TOTALS	874				416	1290	TOTALS	1116				640	1756	
SPLIT %	67.8%				32.2%	42.4%	SPLIT %	63.6%				36.4%	57.6%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,990	1,056						3,046
AM Peak Hour			07:45	07:15	07:15		PM Peak Hour			13:30	13:45	13:30							
AM Pk Volume			444	221	642		PM Pk Volume			253	124	366							
Pk Hr Factor			0.721	0.921	0.750		Pk Hr Factor			0.855	0.838	0.924							
7 - 9 Volume	0	0	700	305	1005		4 - 6 Volume	0	0	289	192	481							
7 - 9 Peak Hour			07:45	07:15	07:15		4 - 6 Peak Hour			16:30	16:30	16:30							
7 - 9 Pk Volume	0	0	444	221	642		4 - 6 Pk Volume	0	0	159	102	261							
Pk Hr Factor	0.000	0.000	0.721	0.921	0.750		Pk Hr Factor	0.000	0.000	0.883	0.773	0.847							

VOLUME

Culver City Middle School/High School & Farragut Dr

Day: Tuesday

Date: 10/13/2015

City: Culver City

Project #: CA15_5596_009

DAILY TOTALS					NB	SB	EB					WB	Total	
					1,128	687	0					0	1,815	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0		12:00	10	7			17		
00:15	1	0			1		12:15	10	8			18		
00:30	0	0			0		12:30	13	6			19		
00:45	0	1	0		0	1	12:45	14	47	7	28	21	75	
01:00	0	0			0		13:00	15	4			19		
01:15	1	0			1		13:15	11	17			28		
01:30	0	0			0		13:30	31	18			49		
01:45	0	1	0		0	1	13:45	27	84	13	52	40	136	
02:00	0	0			0		14:00	23	18			41		
02:15	0	0			0		14:15	41	20			61		
02:30	0	0			0		14:30	22	15			37		
02:45	0	0			0		14:45	20	106	14	67	34	173	
03:00	0	0			0		15:00	44	25			69		
03:15	0	0			0		15:15	34	12			46		
03:30	0	0			0		15:30	28	8			36		
03:45	0	0			0		15:45	24	130	11	56	35	186	
04:00	1	0			1		16:00	24	12			36		
04:15	0	0			0		16:15	28	13			41		
04:30	0	0			0		16:30	31	17			48		
04:45	0	1	0		0	1	16:45	28	111	14	56	42	167	
05:00	0	0			0		17:00	28	15			43		
05:15	0	0			0		17:15	24	20			44		
05:30	1	0			1		17:30	24	23			47		
05:45	1	2	0		1	2	17:45	33	109	17	75	50	184	
06:00	0	2			2		18:00	29	7			36		
06:15	1	2			3		18:15	23	10			33		
06:30	0	3			3		18:30	13	6			19		
06:45	10	11	19	26	29	37	18:45	14	79	12	35	26	114	
07:00	18	22			40		19:00	13	4			17		
07:15	47	43			90		19:15	7	2			9		
07:30	21	47			68		19:30	14	3			17		
07:45	26	112	56	168	82	280	19:45	6	40	0	9	6	49	
08:00	35	5			40		20:00	5	2			7		
08:15	39	23			62		20:15	4	1			5		
08:30	50	8			58		20:30	5	0			5		
08:45	27	151	11	47	38	198	20:45	3	17	0	3	3	20	
09:00	12	6			18		21:00	5	3			8		
09:15	4	2			6		21:15	1	2			3		
09:30	6	6			12		21:30	0	0			0		
09:45	7	29	5	19	12	48	21:45	4	10	1	6	5	16	
10:00	6	2			8		22:00	1	0			1		
10:15	3	1			4		22:15	4	0			4		
10:30	7	5			12		22:30	0	1			1		
10:45	9	25	6	14	15	39	22:45	3	8	0	1	3	9	
11:00	9	4			13		23:00	3	2			5		
11:15	14	7			21		23:15	0	0			0		
11:30	17	9			26		23:30	0	0			0		
11:45	9	49	3	23	12	72	23:45	2	5	0	2	2	7	
TOTALS	382	297			679		TOTALS	746	390			1136		
SPLIT %	56.3%	43.7%			37.4%		SPLIT %	65.7%	34.3%			62.6%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					1,128	687						0	0	1,815	
AM Peak Hour	08:00	07:00				07:00	PM Peak Hour	15:00	17:00				14:15		
AM Pk Volume	151	168				280	PM Pk Volume	130	75				201		
Pk Hr Factor	0.755	0.750				0.778	Pk Hr Factor	0.739	0.815				0.728		
7 - 9 Volume	263	215	0	0	478	4 - 6 Volume	220	131	0	0	351				
7 - 9 Peak Hour	08:00	07:00				07:00	4 - 6 Peak Hour	16:15	17:00				17:00		
7 - 9 Pk Volume	151	168	0	0	280	4 - 6 Pk Volume	115	75	0	0	184				
Pk Hr Factor	0.755	0.750	0.000	0.000	0.778	Pk Hr Factor	0.927	0.815	0.000	0.000	0.920				

VOLUME

Culver City Middle School/High School & Harter Ave/St. Nicholas Ave

Day: Tuesday

Date: 10/13/2015

City: Culver City

Project #: CA15_5596_010

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	735					764	1,499
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			1	1	2		12:00			10	4	14	
00:15			0	0	0		12:15			8	4	12	
00:30			0	1	1		12:30			6	9	15	
00:45			0	1	2	4	12:45			7	31	11	28
01:00			1	0	1		13:00			6	10	16	
01:15			1	1	2		13:15			8	14	22	
01:30			0	0	0		13:30			8	11	19	
01:45			0	2	0	1	13:45			12	34	5	40
02:00			0	0	0		14:00			24	13	37	
02:15			0	0	0		14:15			13	16	29	
02:30			1	0	1		14:30			18	20	38	
02:45			0	1	0		14:45			16	71	19	68
03:00			0	0	0		15:00			24	29	53	
03:15			0	0	0		15:15			25	21	46	
03:30			0	0	0		15:30			14	10	24	
03:45			0	0	0		15:45			16	79	12	72
04:00			0	0	0		16:00			17	14	31	
04:15			1	0	1		16:15			15	17	32	
04:30			0	0	0		16:30			15	16	31	
04:45			0	1	0		16:45			18	65	11	58
05:00			0	1	1		17:00			21	16	37	
05:15			0	0	0		17:15			34	22	56	
05:30			0	1	1		17:30			36	10	46	
05:45			0	1	3		17:45			20	111	16	64
06:00			2	3	5		18:00			19	11	30	
06:15			1	2	3		18:15			25	18	43	
06:30			4	5	9		18:30			15	9	24	
06:45			3	10	6	16	18:45			11	70	4	42
07:00			5	13	18		19:00			6	2	8	
07:15			9	31	40		19:15			4	6	10	
07:30			25	44	69		19:30			4	4	8	
07:45			40	79	87	175	19:45			5	19	2	14
08:00			13	25	38		20:00			8	6	14	
08:15			13	11	24		20:15			2	4	6	
08:30			9	11	20		20:30			5	3	8	
08:45			15	50	19	66	20:45			3	18	1	14
09:00			8	12	20		21:00			3	0	3	
09:15			7	4	11		21:15			3	1	4	
09:30			2	10	12		21:30			0	1	1	
09:45			1	18	9	35	21:45			2	8	5	7
10:00			7	4	11		22:00			1	1	2	
10:15			9	5	14		22:15			0	2	2	
10:30			4	7	11		22:30			2	2	4	
10:45			4	24	10	26	22:45			1	4	3	8
11:00			7	7	14		23:00			4	2	6	
11:15			6	6	12		23:15			1	0	1	
11:30			7	2	9		23:30			1	0	1	
11:45			12	32	6	21	23:45			1	7	0	2
TOTALS	218		347		565		TOTALS	517		417		934	
SPLIT %	38.6%		61.4%		37.7%		SPLIT %	55.4%		44.6%		62.3%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						735	764						1,499
AM Peak Hour			07:30	07:15	07:15		PM Peak Hour			17:00	14:30	17:00							
AM Pk Volume			91	187	274		PM Pk Volume			111	89	175							
Pk Hr Factor			0.569	0.537	0.539		Pk Hr Factor			0.771	0.767	0.781							
7 - 9 Volume	0	0	129	241	370		4 - 6 Volume	0	0	176	122	298							
7 - 9 Peak Hour			07:30	07:15	07:15		4 - 6 Peak Hour			17:00	16:30	17:00							
7 - 9 Pk Volume	0	0	91	187	274		4 - 6 Pk Volume	0	0	111	65	175							
Pk Hr Factor	0.000	0.000	0.569	0.537	0.539		Pk Hr Factor	0.000	0.000	0.771	0.739	0.781							

VOLUME

Linwood E. Howe Elementary School & Van Buren PI

Day: Tuesday
Date: 9/22/2015City: Culver City
Project #: CA15_5596_011

DAILY TOTALS					NB	SB	EB				WB	Total
					0	1,615	0				0	1,615
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0	12:00	0	27			27	
00:15	0	0			0	12:15	0	22			22	
00:30	0	1			1	12:30	0	25			25	
00:45	0	0	1		0 1	12:45	0	19	93		19 93	
01:00	0	0			0	13:00	0	10			10	
01:15	0	2			2	13:15	0	22			22	
01:30	0	0			0	13:30	0	17			17	
01:45	0	0	2		0 2	13:45	0	15	64		15 64	
02:00	0	0			0	14:00	0	12			12	
02:15	0	0			0	14:15	0	19			19	
02:30	0	0			0	14:30	0	39			39	
02:45	0	0			0	14:45	0	34	104		34 104	
03:00	0	0			0	15:00	0	48			48	
03:15	0	2			2	15:15	0	82			82	
03:30	0	0			0	15:30	0	47			47	
03:45	0	0	2		0 2	15:45	0	46	223		46 223	
04:00	0	0			0	16:00	0	37			37	
04:15	0	1			1	16:15	0	24			24	
04:30	0	1			1	16:30	0	32			32	
04:45	0	0	2		0 2	16:45	0	31	124		31 124	
05:00	0	1			1	17:00	0	36			36	
05:15	0	1			1	17:15	0	44			44	
05:30	0	0			0	17:30	0	42			42	
05:45	0	2	4		2 4	17:45	0	44	166		44 166	
06:00	0	1			1	18:00	0	27			27	
06:15	0	2			2	18:15	0	31			31	
06:30	0	5			5	18:30	0	26			26	
06:45	0	4	12		4 12	18:45	0	36	120		36 120	
07:00	0	14			14	19:00	0	27			27	
07:15	0	13			13	19:15	0	31			31	
07:30	0	15			15	19:30	0	21			21	
07:45	0	34	76		34 76	19:45	0	30	109		30 109	
08:00	0	37			37	20:00	0	15			15	
08:15	0	47			47	20:15	0	13			13	
08:30	0	85			85	20:30	0	7			7	
08:45	0	34	203		34 203	20:45	0	13	48		13 48	
09:00	0	15			15	21:00	0	10			10	
09:15	0	10			10	21:15	0	10			10	
09:30	0	12			12	21:30	0	8			8	
09:45	0	13	50		13 50	21:45	0	9	37		9 37	
10:00	0	8			8	22:00	0	3			3	
10:15	0	13			13	22:15	0	5			5	
10:30	0	15			15	22:30	0	6			6	
10:45	0	11	47		11 47	22:45	0	3	17		3 17	
11:00	0	19			19	23:00	0	5			5	
11:15	0	21			21	23:15	0	4			4	
11:30	0	13			13	23:30	0	3			3	
11:45	0	43	96		43 96	23:45	0	3	15		3 15	
TOTALS	495				495	TOTALS	1120				1120	
SPLIT %	100.0%				30.7%	SPLIT %	100.0%				69.3%	

DAILY TOTALS				NB	SB	EB				WB	Total			
				0	1,615					0				
AM Peak Hour		07:45		07:45		PM Peak Hour		15:00		15:00				
AM Pk Volume		203		203		PM Pk Volume		223		223				
Pk Hr Factor		0.597		0.597		Pk Hr Factor		0.680		0.680				
7 - 9 Volume		0	279	0	0	279	4 - 6 Volume		0	290	0	0	290	
7 - 9 Peak Hour		07:45		07:45		4 - 6 Peak Hour		17:00		17:00				
7 - 9 Pk Volume		0	203	0	0	203	4 - 6 Pk Volume		0	166	0	0	166	
Pk Hr Factor		0.000	0.597	0.000	0.000	0.597	Pk Hr Factor		0.000	0.943	0.000	0.000	0.943	

VOLUME

Linwood E. Howe Elementary School & Irvine Pl

Day: Tuesday
Date: 9/22/2015City: Culver City
Project #: CA15_5596_012

DAILY TOTALS					NB	SB	EB				WB	Total
					2,054	0	0				0	2,054
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	0			3	12:00	24	0			24	
00:15	0	0			0	12:15	20	0			20	
00:30	0	0			0	12:30	29	0			29	
00:45	0	3	0		3	12:45	27	100	0		127	
01:00	0	0			0	13:00	16	0			16	
01:15	1	0			1	13:15	20	0			20	
01:30	0	0			0	13:30	17	0			17	
01:45	0	1	0		1	13:45	44	97	0		141	
02:00	0	0			0	14:00	20	0			20	
02:15	0	0			0	14:15	21	0			21	
02:30	0	0			0	14:30	39	0			39	
02:45	0	0			0	14:45	30	110	0		140	
03:00	0	0			0	15:00	51	0			51	
03:15	2	0			2	15:15	95	0			95	
03:30	0	0			0	15:30	63	0			63	
03:45	0	2	0		2	15:45	36	245	0		281	
04:00	1	0			1	16:00	34	0			34	
04:15	1	0			1	16:15	27	0			27	
04:30	0	0			0	16:30	30	0			30	
04:45	1	3	0		4	16:45	31	122	0		153	
05:00	2	0			2	17:00	42	0			42	
05:15	4	0			4	17:15	52	0			52	
05:30	2	0			2	17:30	44	0			44	
05:45	5	13	0		18	17:45	46	184	0		230	
06:00	3	0			3	18:00	49	0			49	
06:15	4	0			4	18:15	36	0			36	
06:30	14	0			14	18:30	40	0			40	
06:45	10	31	0		41	18:45	35	160	0		195	
07:00	25	0			25	19:00	25	0			25	
07:15	27	0			27	19:15	27	0			27	
07:30	44	0			44	19:30	21	0			21	
07:45	72	168	0		240	19:45	24	97	0		121	
08:00	103	0			103	20:00	13	0			13	
08:15	88	0			88	20:15	15	0			15	
08:30	92	0			92	20:30	8	0			8	
08:45	78	361	0		439	20:45	6	42	0		48	
09:00	33	0			33	21:00	7	0			7	
09:15	23	0			23	21:15	11	0			11	
09:30	19	0			19	21:30	8	0			8	
09:45	16	91	0		107	21:45	7	33	0		40	
10:00	16	0			16	22:00	5	0			5	
10:15	19	0			19	22:15	3	0			3	
10:30	19	0			19	22:30	5	0			5	
10:45	26	80	0		106	22:45	2	15	0		17	
11:00	23	0			23	23:00	2	0			2	
11:15	13	0			13	23:15	3	0			3	
11:30	15	0			15	23:30	2	0			2	
11:45	35	86	0		121	23:45	3	10	0		13	
TOTALS	839				839	TOTALS	1215				1215	
SPLIT %	100.0%				40.8%	SPLIT %	100.0%				59.2%	

DAILY TOTALS					NB	SB	EB	WB	Total
					2,054	0	0	0	2,054
AM Peak Hour	08:00			08:00	PM Peak Hour	15:00			15:00
AM Pk Volume	361			361	PM Pk Volume	245			245
Pk Hr Factor	0.876			0.876	Pk Hr Factor	0.645			0.645
7 - 9 Volume	529	0	0	529	4 - 6 Volume	306	0	0	306
7 - 9 Peak Hour	08:00			08:00	4 - 6 Peak Hour	17:00			17:00
7 - 9 Pk Volume	361	0	0	361	4 - 6 Pk Volume	184	0	0	184
Pk Hr Factor	0.876	0.000	0.000	0.876	Pk Hr Factor	0.885	0.000	0.000	0.885

VOLUME

La Ballona Elementary School & Matteson Ave

Day: Tuesday
Date: 10/13/2015City: Culver City
Project #: CA15_5596_013

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	1,173					604	1,777
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	1	1		12:00			11	7	18	
00:15			2	1	3		12:15			11	8	19	
00:30			0	1	1		12:30			16	7	23	
00:45			0	2	0	3	12:45			16	54	8	30
01:00			0	1	1		13:00			15	6	21	
01:15			0	0	0		13:15			10	7	17	
01:30			0	1	1		13:30			30	15	45	
01:45			2	2	0	2	13:45			49	104	10	38
02:00			0	2	2		14:00			38	15	53	
02:15			1	0	1		14:15			33	13	46	
02:30			0	1	1		14:30			38	9	47	
02:45			1	2	0	3	14:45			26	135	9	46
03:00			0	0	0		15:00			13	10	23	
03:15			0	0	0		15:15			20	9	29	
03:30			0	0	0		15:30			23	11	34	
03:45			0	0	0		15:45			14	70	6	36
04:00			0	0	0		16:00			28	8	36	
04:15			0	0	0		16:15			21	6	27	
04:30			3	0	3		16:30			26	15	41	
04:45			1	4	2	2	16:45			27	102	11	40
05:00			0	0	0		17:00			19	14	33	
05:15			0	1	1		17:15			22	13	35	
05:30			1	2	3		17:30			20	13	33	
05:45			2	3	1	4	17:45			29	90	13	53
06:00			0	1	1		18:00			19	22	41	
06:15			1	1	2		18:15			27	11	38	
06:30			2	3	5		18:30			37	13	50	
06:45			8	11	4	9	18:45			14	97	16	62
07:00			12	6	18		19:00			24	12	36	
07:15			12	8	20		19:15			21	8	29	
07:30			26	6	32		19:30			4	7	11	
07:45			33	83	18	38	19:45			7	56	6	33
08:00			29	19	48		20:00			7	6	13	
08:15			27	11	38		20:15			8	7	15	
08:30			54	11	65		20:30			2	7	9	
08:45			41	151	9	50	20:45			7	24	5	25
09:00			25	6	31		21:00			2	12	14	
09:15			36	4	40		21:15			3	7	10	
09:30			16	8	24		21:30			5	10	15	
09:45			6	83	5	23	21:45			5	15	9	38
10:00			7	9	16		22:00			1	3	4	
10:15			4	6	10		22:15			3	5	8	
10:30			9	5	14		22:30			5	2	7	
10:45			14	34	5	25	22:45			0	9	1	11
11:00			11	6	17		23:00			1	1	2	
11:15			8	4	12		23:15			0	1	1	
11:30			8	10	18		23:30			1	1	2	
11:45			13	40	9	29	23:45			0	2	1	4
TOTALS			415	188	603		TOTALS			758	416	1174	
SPLIT %			68.8%	31.2%	33.9%		SPLIT %			64.6%	35.4%	66.1%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,173	604						1,777
AM Peak Hour			08:30	07:45	07:45		PM Peak Hour			13:45	18:00	13:45							
AM Pk Volume			156	59	202		PM Pk Volume			158	62	205							
Pk Hr Factor			0.722	0.776	0.777		Pk Hr Factor			0.806	0.705	0.869							
7 - 9 Volume	0	0	234	88	322		4 - 6 Volume	0	0	192	93	285							
7 - 9 Peak Hour			08:00	07:45	07:45		4 - 6 Peak Hour			16:00	16:30	16:30							
7 - 9 Pk Volume	0	0	151	59	202		4 - 6 Pk Volume	0	0	102	53	147							
Pk Hr Factor	0.000	0.000	0.699	0.776	0.777		Pk Hr Factor	0.000	0.000	0.911	0.883	0.896							

VOLUME

La Ballona Elementary School & Girard Ave

Day: Tuesday
Date: 10/13/2015City: Culver City
Project #: CA15_5596_014

DAILY TOTALS					NB	SB	EB					WB	Total
					1,277	1,837	0					0	3,114
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	1	2			3	12:00	11	28			39		
00:15	1	1			2	12:15	13	24			37		
00:30	1	0			1	12:30	15	29			44		
00:45	1	4	0	3	8	12:45	14	53	32	113	166		
01:00	0	1			1	13:00	12	35			47		
01:15	1	0			1	13:15	21	23			44		
01:30	0	0			0	13:30	23	37			60		
01:45	1	2	1	2	6	13:45	15	71	45	140	211		
02:00	1	0			1	14:00	21	37			58		
02:15	0	1			1	14:15	29	42			71		
02:30	1	1			2	14:30	22	47			69		
02:45	0	2	1	3	6	14:45	21	93	38	164	257		
03:00	0	0			0	15:00	22	30			52		
03:15	1	1			2	15:15	20	29			49		
03:30	0	0			0	15:30	30	37			67		
03:45	0	1	0	1	2	15:45	23	95	32	128	223		
04:00	0	0			0	16:00	20	37			57		
04:15	0	0			0	16:15	20	28			48		
04:30	3	3			6	16:30	27	45			72		
04:45	1	4	1	4	10	16:45	19	86	51	161	247		
05:00	0	0			0	17:00	18	44			62		
05:15	1	2			3	17:15	31	47			78		
05:30	1	3			4	17:30	24	47			71		
05:45	1	3	3	8	15	17:45	24	97	47	185	282		
06:00	3	4			7	18:00	34	40			74		
06:15	4	2			6	18:15	26	41			67		
06:30	2	6			8	18:30	19	48			67		
06:45	8	17	7	19	42	18:45	36	115	34	163	278		
07:00	16	8			24	19:00	20	37			57		
07:15	21	14			35	19:15	21	40			61		
07:30	29	40			69	19:30	17	17			34		
07:45	38	104	46	108	296	19:45	13	71	14	108	179		
08:00	33	38			71	20:00	12	9			21		
08:15	27	34			61	20:15	15	16			31		
08:30	35	40			75	20:30	16	5			21		
08:45	33	128	36	148	299	20:45	20	63	7	37	100		
09:00	22	30			52	21:00	19	6			25		
09:15	15	42			57	21:15	13	10			23		
09:30	12	29			41	21:30	14	9			23		
09:45	14	63	22	123	120	21:45	7	53	5	30	83		
10:00	11	22			33	22:00	10	5			15		
10:15	10	9			19	22:15	10	5			15		
10:30	14	22			36	22:30	10	5			15		
10:45	10	45	22	75	120	22:45	2	32	2	17	49		
11:00	18	19			37	23:00	9	1			10		
11:15	12	27			39	23:15	3	1			4		
11:30	17	28			45	23:30	1	0			1		
11:45	13	60	21	95	155	23:45	2	15	0	2	17		
TOTALS	433	589			1022	TOTALS	844	1248			2092		
SPLIT %	42.4%	57.6%			32.8%	SPLIT %	40.3%	59.7%			67.2%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				1,277	1,837					0				
AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	18:00	16:45			17:15			
AM Pk Volume	133	158			291	PM Pk Volume	115	189			294			
Pk Hr Factor	0.875	0.859			0.866	Pk Hr Factor	0.799	0.926			0.942			
7 - 9 Volume	232	256	0	0	488	4 - 6 Volume	183	346	0	0	529			
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	17:00	16:45			16:30			
7 - 9 Pk Volume	133	158	0	0	291	4 - 6 Pk Volume	97	189	0	0	282			
Pk Hr Factor	0.875	0.859	0.000	0.000	0.866	Pk Hr Factor	0.782	0.926	0.000	0.000	0.904			

VOLUME

La Ballona Elementary School & Washington Blvd

Day: Tuesday

Date: 10/13/2015

City: Culver City

Project #: CA15_5596_015

DAILY TOTALS					NB	SB						EB	WB	Total	
					15,845	14,784						0	0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	22	44			66		12:00	190	209			399			
00:15	20	16			36		12:15	213	217			430			
00:30	17	17			34		12:30	219	225			444			
00:45	16	75	4	81	20	156	12:45	234	856	197	848	431	1704		
01:00	6	9			15		13:00	220	233			453			
01:15	14	9			23		13:15	263	216			479			
01:30	12	7			19		13:30	286	216			502			
01:45	7	39	8	33	15	72	13:45	236	1005	245	910	481	1915		
02:00	8	15			23		14:00	233	227			460			
02:15	9	4			13		14:15	268	205			473			
02:30	2	6			8		14:30	237	239			476			
02:45	9	28	4	29	13	57	14:45	249	987	192	863	441	1850		
03:00	4	3			7		15:00	263	234			497			
03:15	12	7			19		15:15	235	246			481			
03:30	5	9			14		15:30	284	246			530			
03:45	7	28	9	28	16	56	15:45	284	1066	242	968	526	2034		
04:00	12	8			20		16:00	281	231			512			
04:15	5	11			16		16:15	289	234			523			
04:30	10	10			20		16:30	302	248			550			
04:45	10	37	19	48	29	85	16:45	340	1212	250	963	590	2175		
05:00	20	20			40		17:00	321	291			612			
05:15	24	19			43		17:15	321	311			632			
05:30	35	28			63		17:30	321	288			609			
05:45	46	125	51	118	97	243	17:45	322	1285	282	1172	604	2457		
06:00	49	56			105		18:00	330	307			637			
06:15	86	59			145		18:15	296	294			590			
06:30	76	85			161		18:30	299	287			586			
06:45	132	343	145	345	277	688	18:45	266	1191	287	1175	553	2366		
07:00	158	158			316		19:00	310	255			565			
07:15	197	213			410		19:15	290	229			519			
07:30	219	265			484		19:30	260	221			481			
07:45	305	879	278	914	583	1793	19:45	193	1053	167	872	360	1925		
08:00	324	314			638		20:00	196	196			392			
08:15	360	299			659		20:15	176	171			347			
08:30	323	288			611		20:30	149	137			286			
08:45	371	1378	303	1204	674	2582	20:45	141	662	147	651	288	1313		
09:00	308	225			533		21:00	115	137			252			
09:15	303	233			536		21:15	117	135			252			
09:30	284	216			500		21:30	109	120			229			
09:45	240	1135	232	906	472	2041	21:45	91	432	117	509	208	941		
10:00	237	217			454		22:00	85	119			204			
10:15	200	240			440		22:15	70	78			148			
10:30	193	203			396		22:30	51	63			114			
10:45	210	840	194	854	404	1694	22:45	48	254	61	321	109	575		
11:00	185	217			402		23:00	55	75			130			
11:15	193	193			386		23:15	39	44			83			
11:30	178	183			361		23:30	44	45			89			
11:45	200	756	178	771	378	1527	23:45	41	179	37	201	78	380		
TOTALS	5663	5331			10994		TOTALS	10182	9453			19635			
SPLIT %	51.5%	48.5%			35.9%		SPLIT %	51.9%	48.1%			64.1%			

DAILY TOTALS			NB	SB	EB			WB	Total		
			15,845	14,784				0			
AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	16:45	17:15			17:15
AM Pk Volume	1378	1204			2582	PM Pk Volume	1303	1188			2482
Pk Hr Factor	0.929	0.959			0.958	Pk Hr Factor	0.958	0.955			0.974
7 - 9 Volume	2257	2118	0	0	4375	4 - 6 Volume	2497	2135	0	0	4632
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	1378	1204	0	0	2582	4 - 6 Pk Volume	1303	1172	0	0	2457
Pk Hr Factor	0.929	0.959	0.000	0.000	0.958	Pk Hr Factor	0.958	0.942	0.000	0.000	0.972

ATTACHMENT F
Speed Survey

DRAFT

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

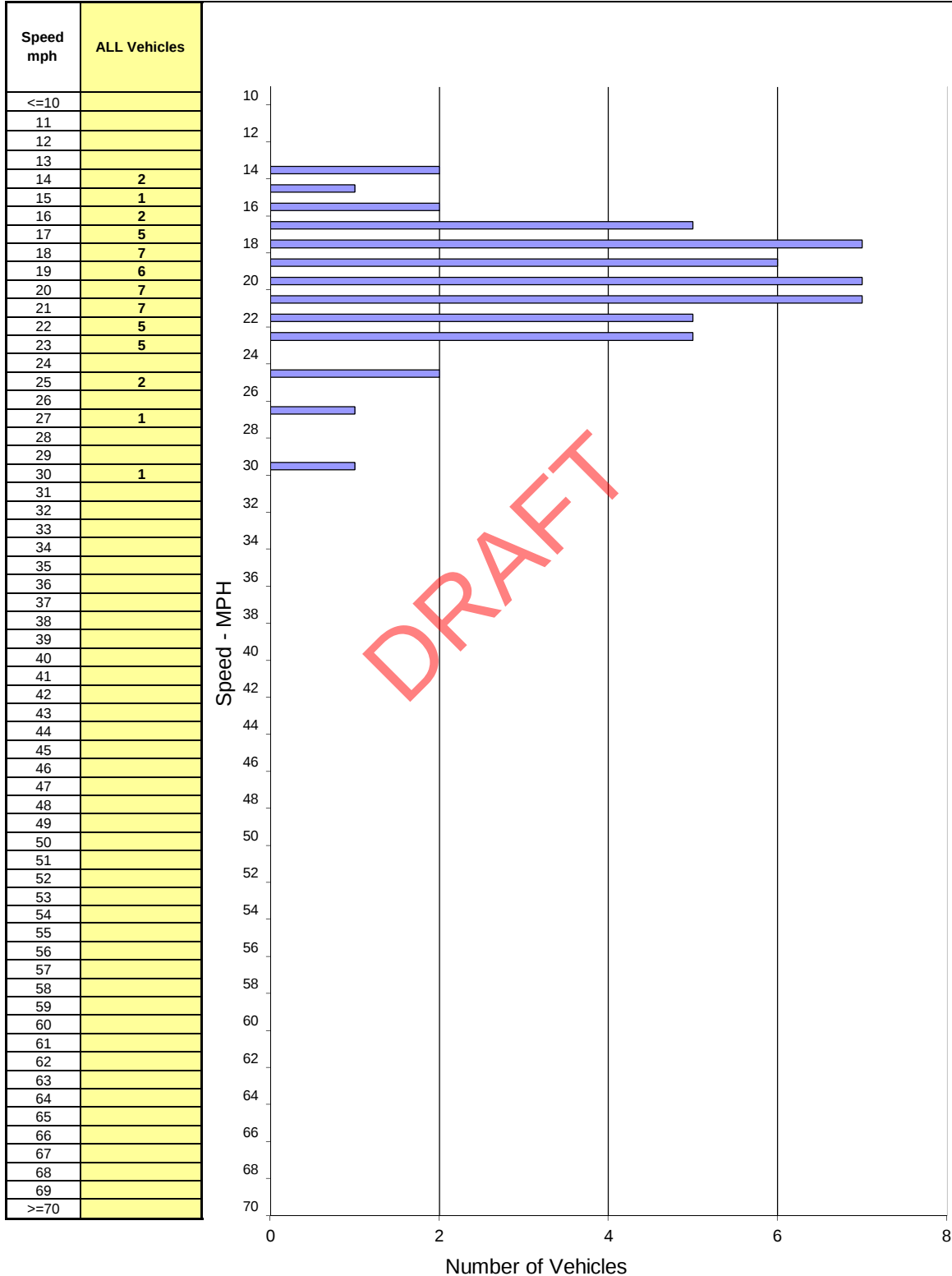
DAY: Tuesday

Location: El Marino Elementary School & Port Rd

Posted Speed: None Posted

Project#: 15-5597-001

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	51	14 - 30	20 mph	23 mph	14 - 23	47	92%	0% / 0	8% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

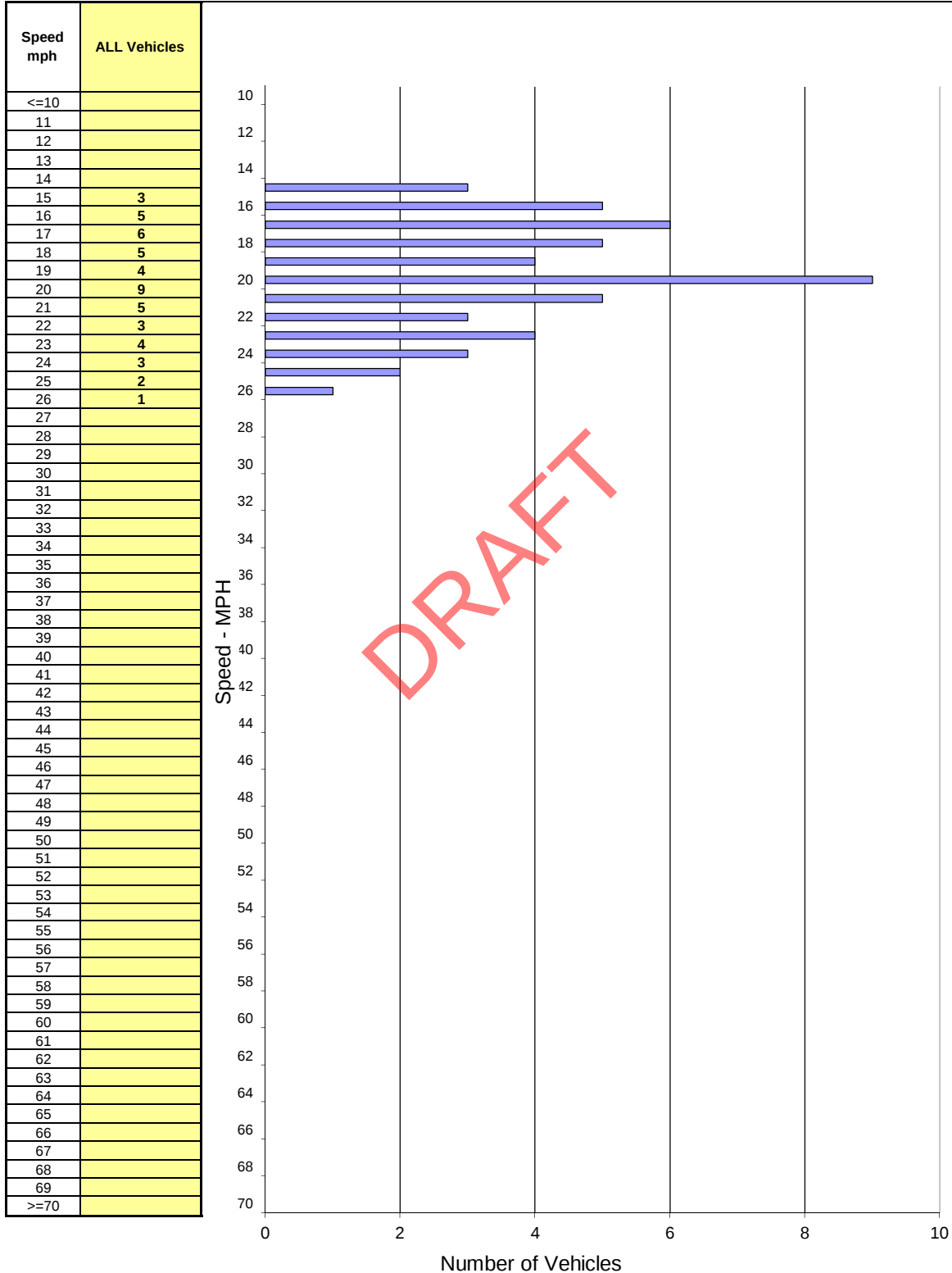
DAY: Tuesday

Location: El Marino Elementary School & Port Rd

Posted Speed: None Posted

Project#: 15-5597-001

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	15 - 26	20 mph	23 mph	15 - 24	47	94%	0% / 0	6% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

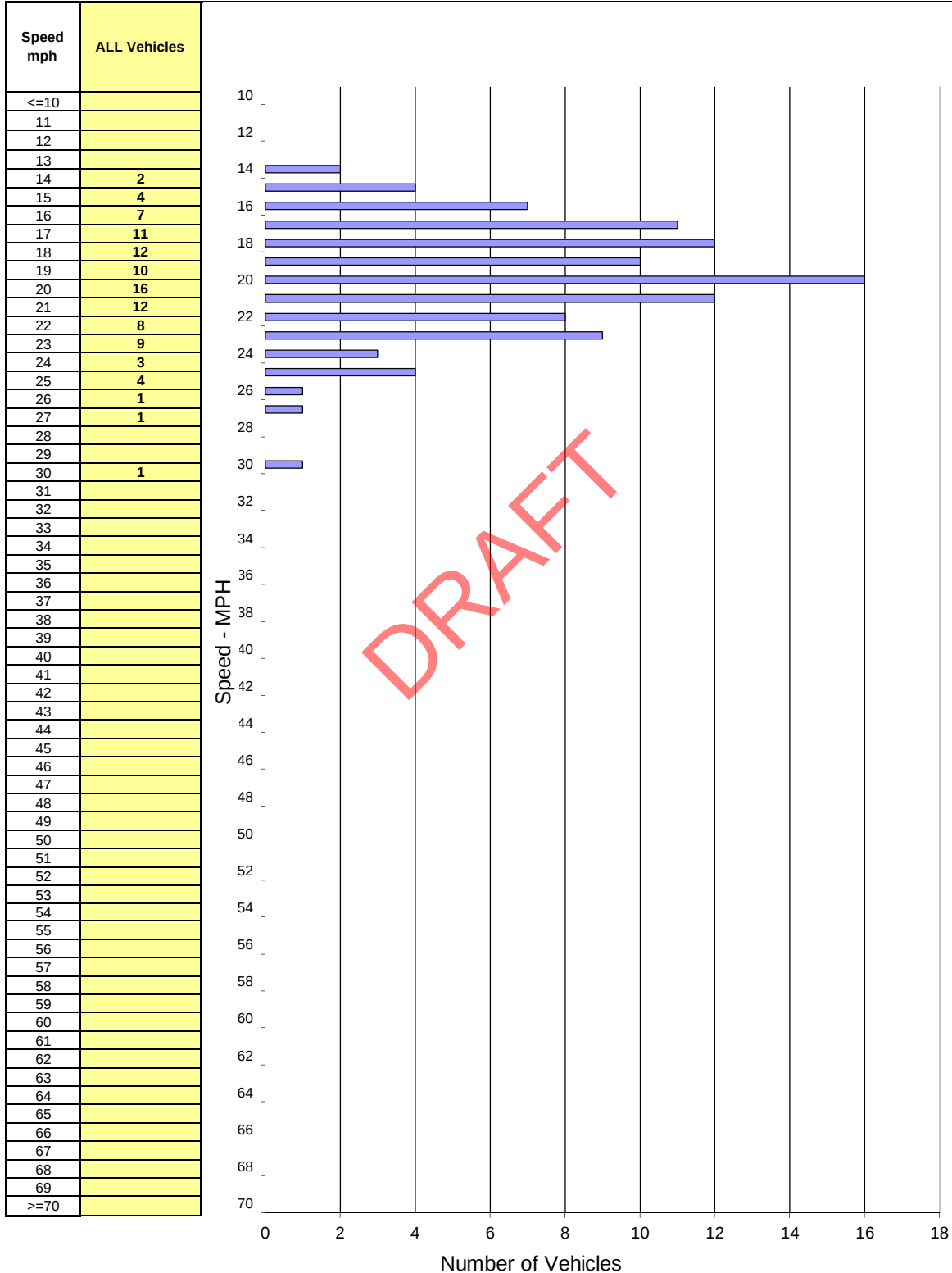
DAY: Tuesday

Location: El Marino Elementary School & Port Rd

Posted Speed: None Posted

Project#: 15-5597-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	101	14 - 30	20 mph	23 mph	15 - 24	94	93%	1% / 2	5% / 5

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

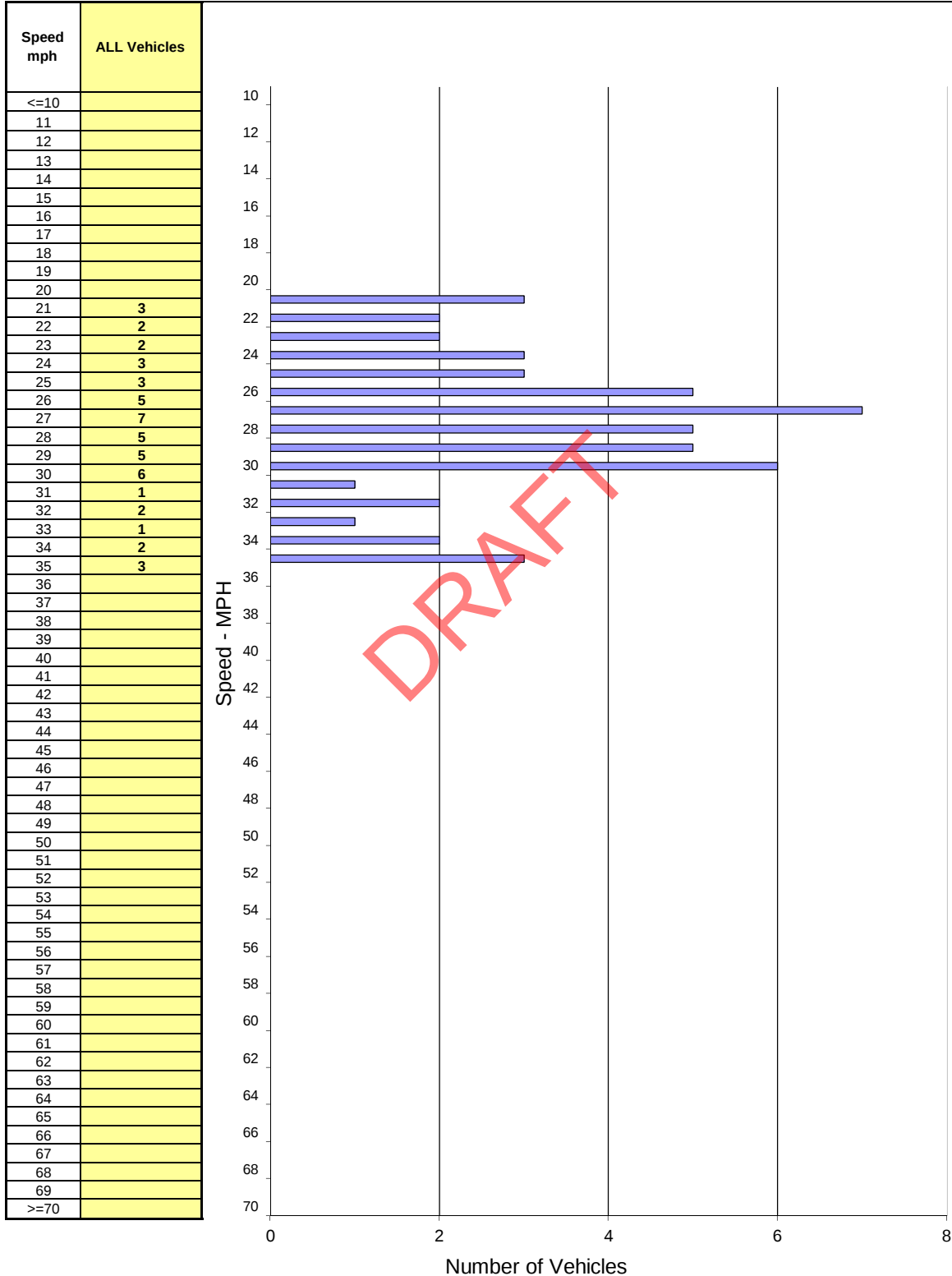
DAY: Tuesday

Location: El Marino Elementary School & Hayter Ave

Posted Speed: None Posted

Project#: 15-5597-002

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	21 - 35	27 mph	32 mph	21 - 30	41	82%	0% / 0	18% / 9

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

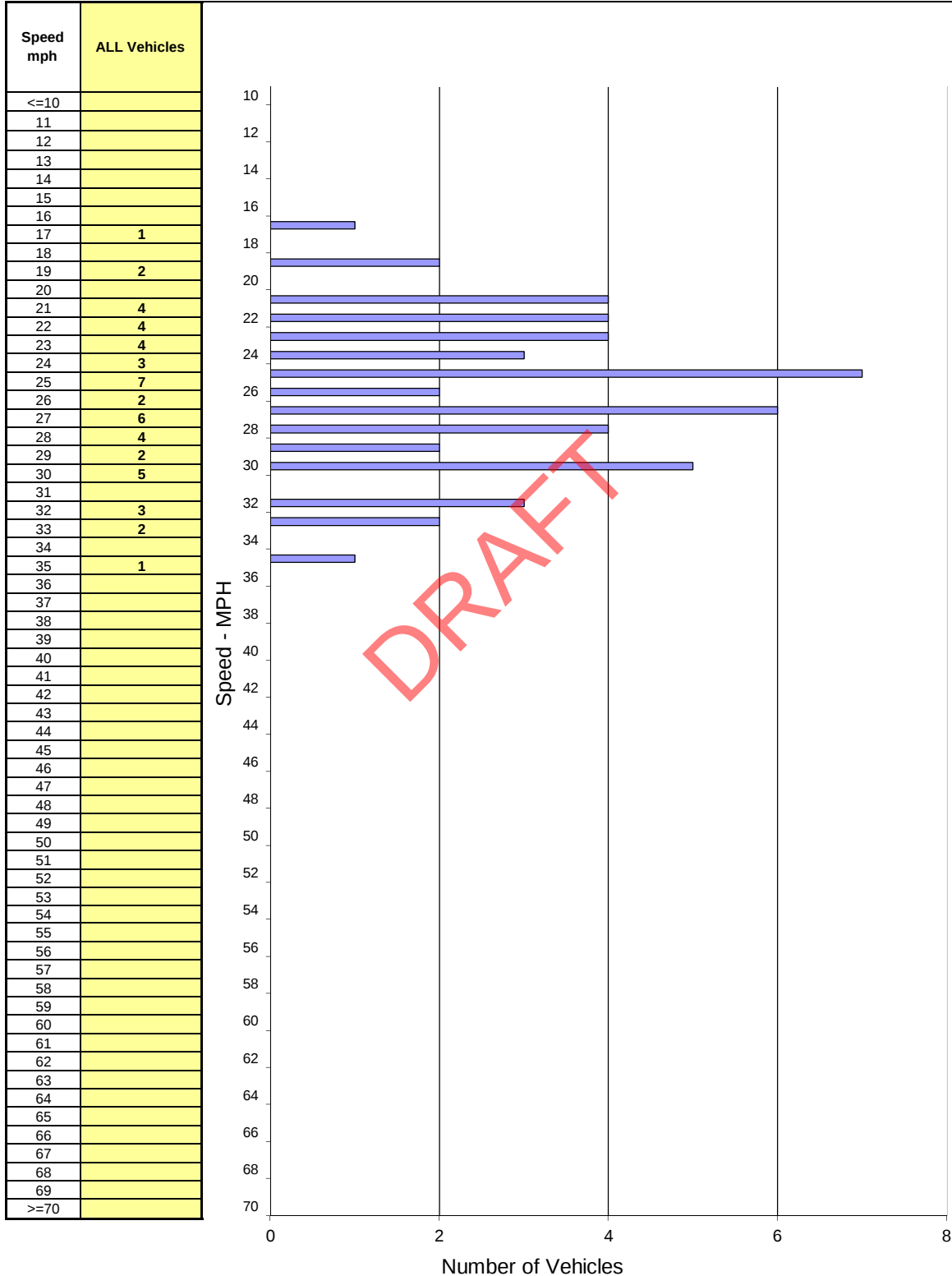
DAY: Tuesday

Location: El Marino Elementary School & Hayter Ave

Posted Speed: None Posted

Project#: 15-5597-002

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	17 - 35	25 mph	30 mph	21 - 30	41	82%	6% / 3	12% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

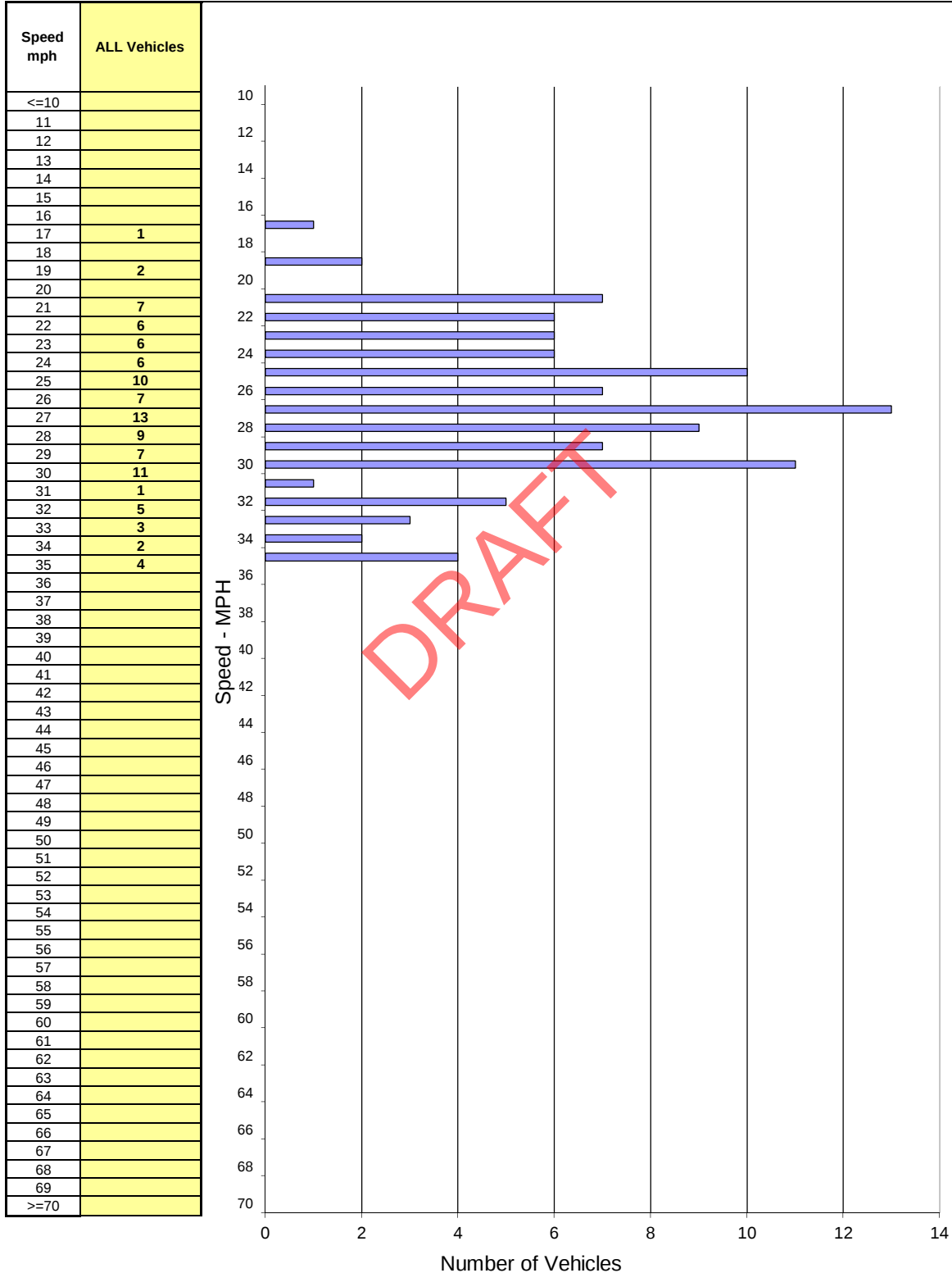
DAY: Tuesday

Location: El Marino Elementary School & Hayter Ave

Posted Speed: None Posted

Project#: 15-5597-002

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	100	17 - 35	27 mph	30 mph	21 - 30	82	82%	3% / 3	15% / 15

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

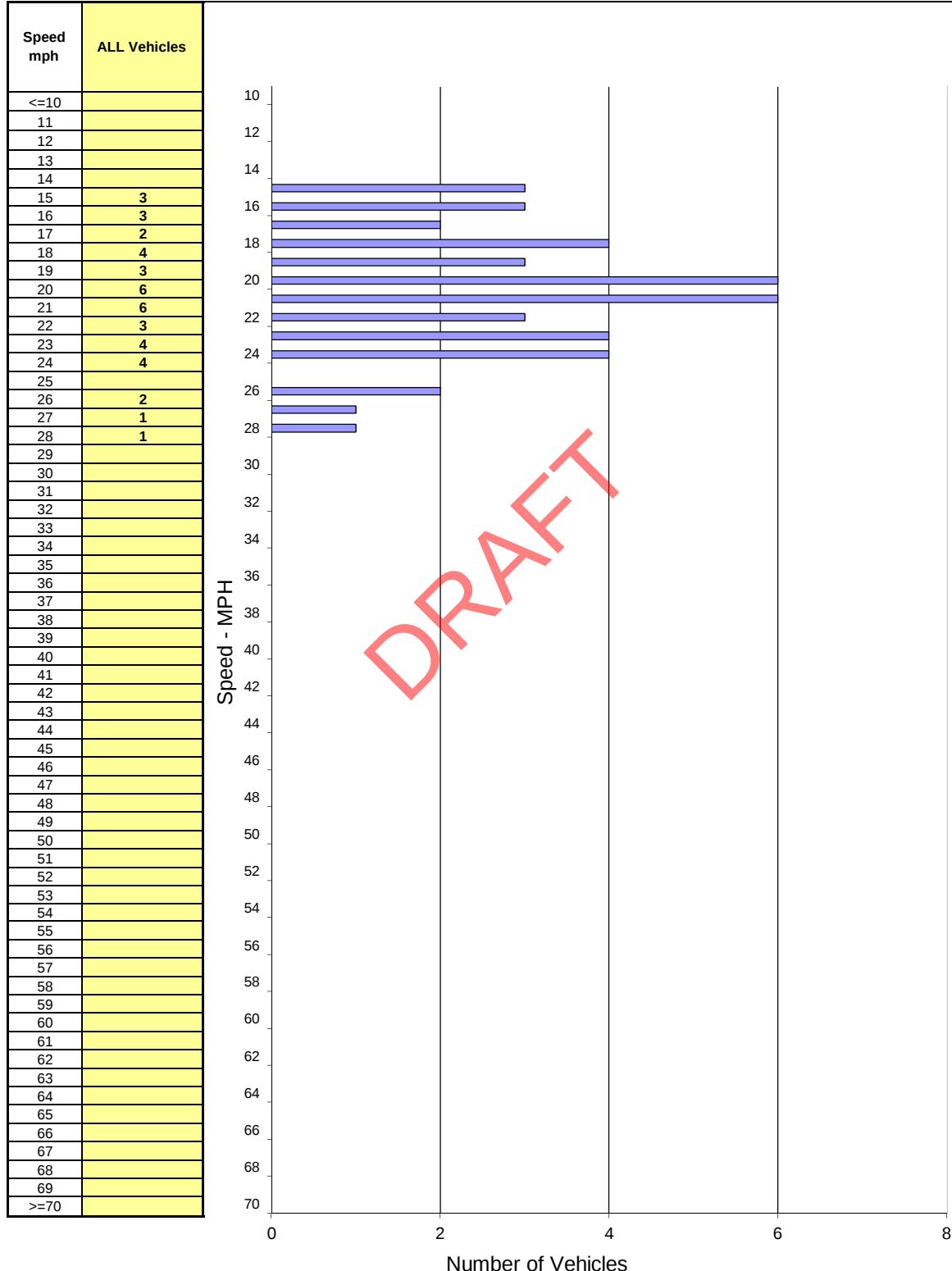
DAY: Tuesday

Location: El Marino Elementary School & Berryman Ave

Posted Speed: 25 MPH

Project#: 15-5597-003

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	42	15 - 28	20 mph	24 mph	15 - 24	38	90%	0% / 0	10% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

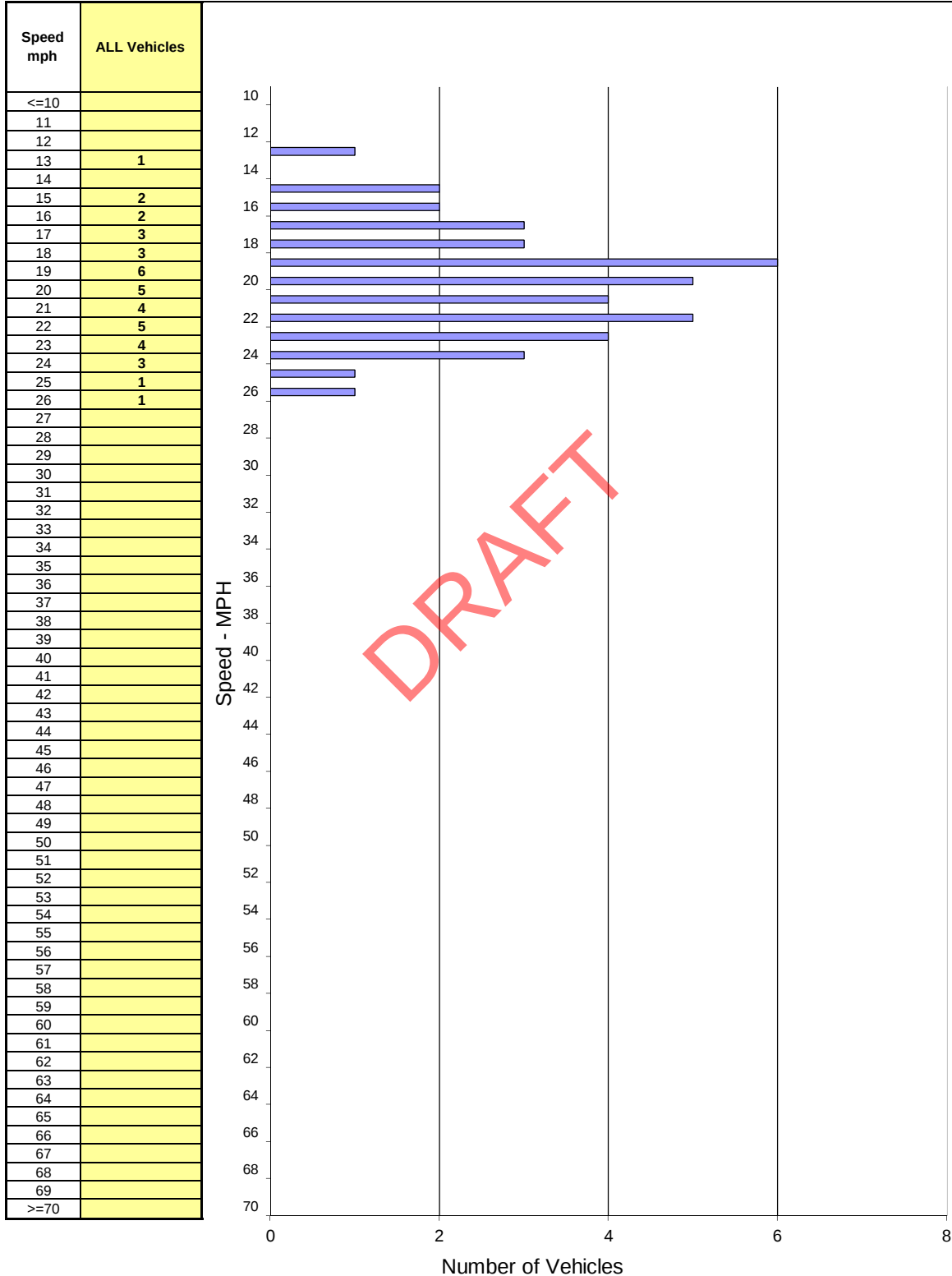
DAY: Tuesday

Location: El Marino Elementary School & Berryman Ave

Posted Speed: 25 MPH

Project#: 15-5597-003

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	40	13 - 26	20 mph	23 mph	15 - 24	37	93%	2% / 1	5% / 2

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

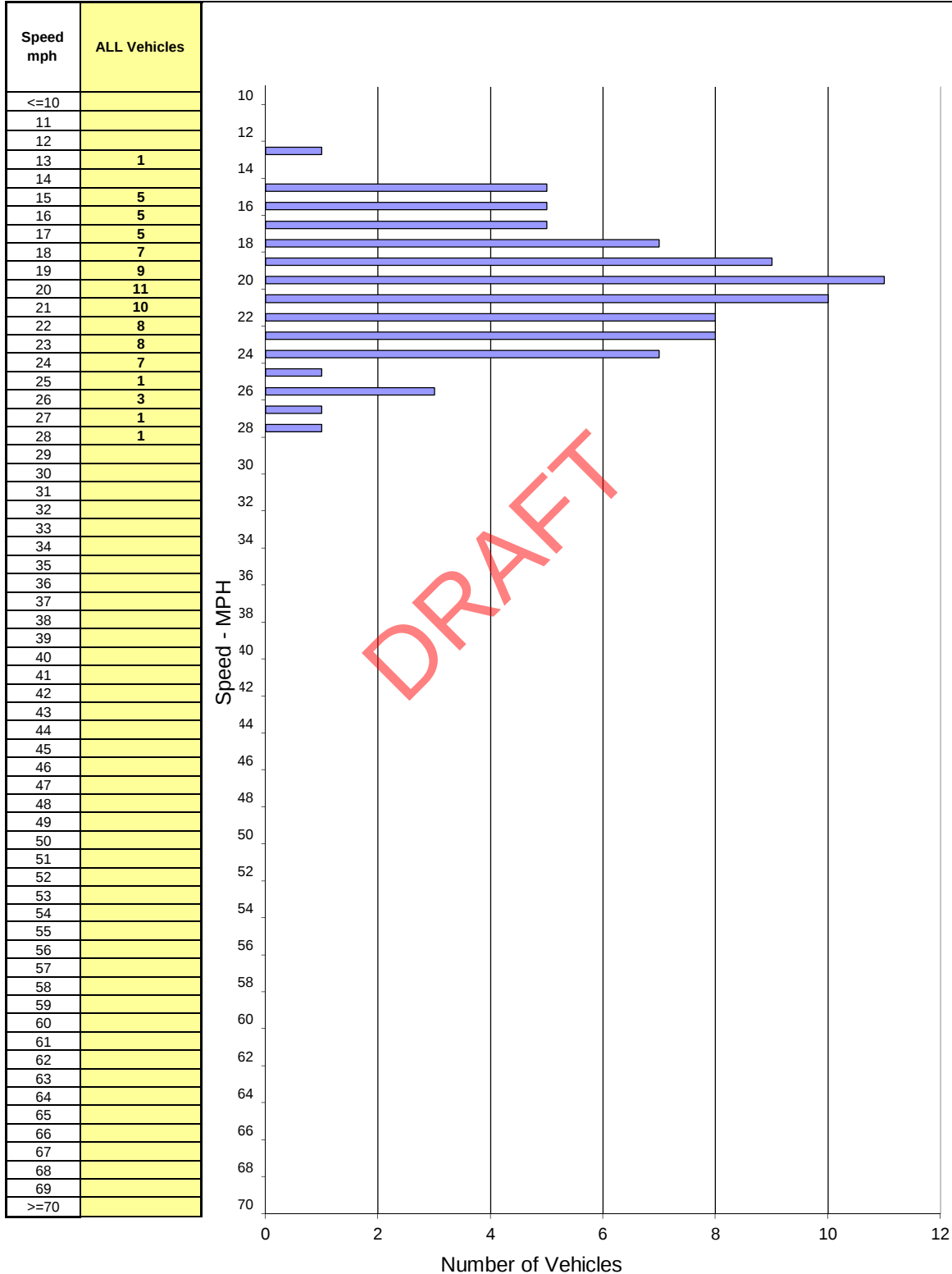
DAY: Tuesday

Location: El Marino Elementary School & Berryman Ave

Posted Speed: 25 MPH

Project#: 15-5597-003

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	82	13 - 28	20 mph	24 mph	15 - 24	75	91%	1% / 1	8% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

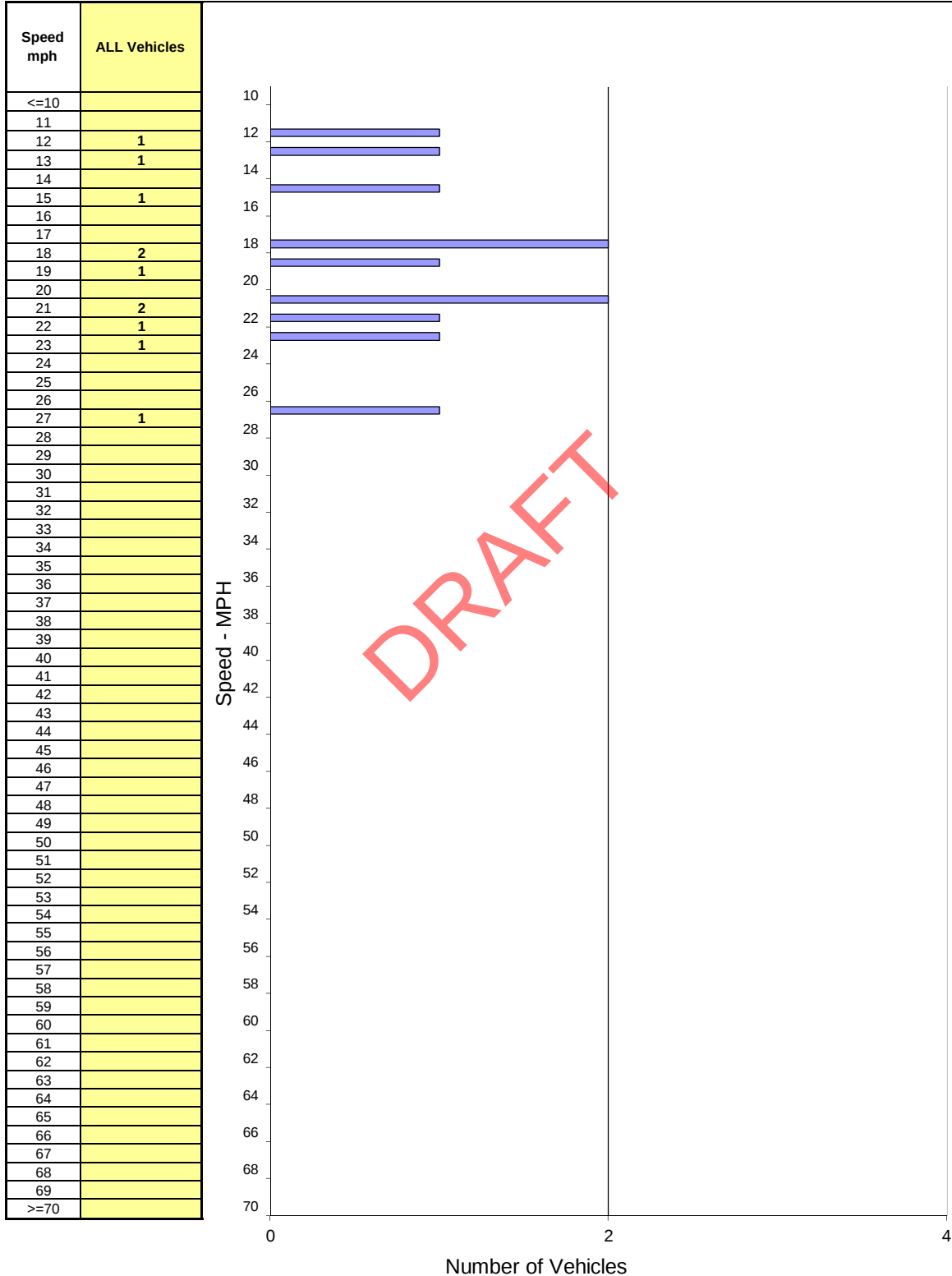
Location: El Marino Elementary School & Coolidge Ave

DAY: Tuesday

Posted Speed: 25 MPH

Project#: 15-5597-004

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	11	12 - 27	19 mph	23 mph	12 - 21	8	73%	0% / 0	28% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

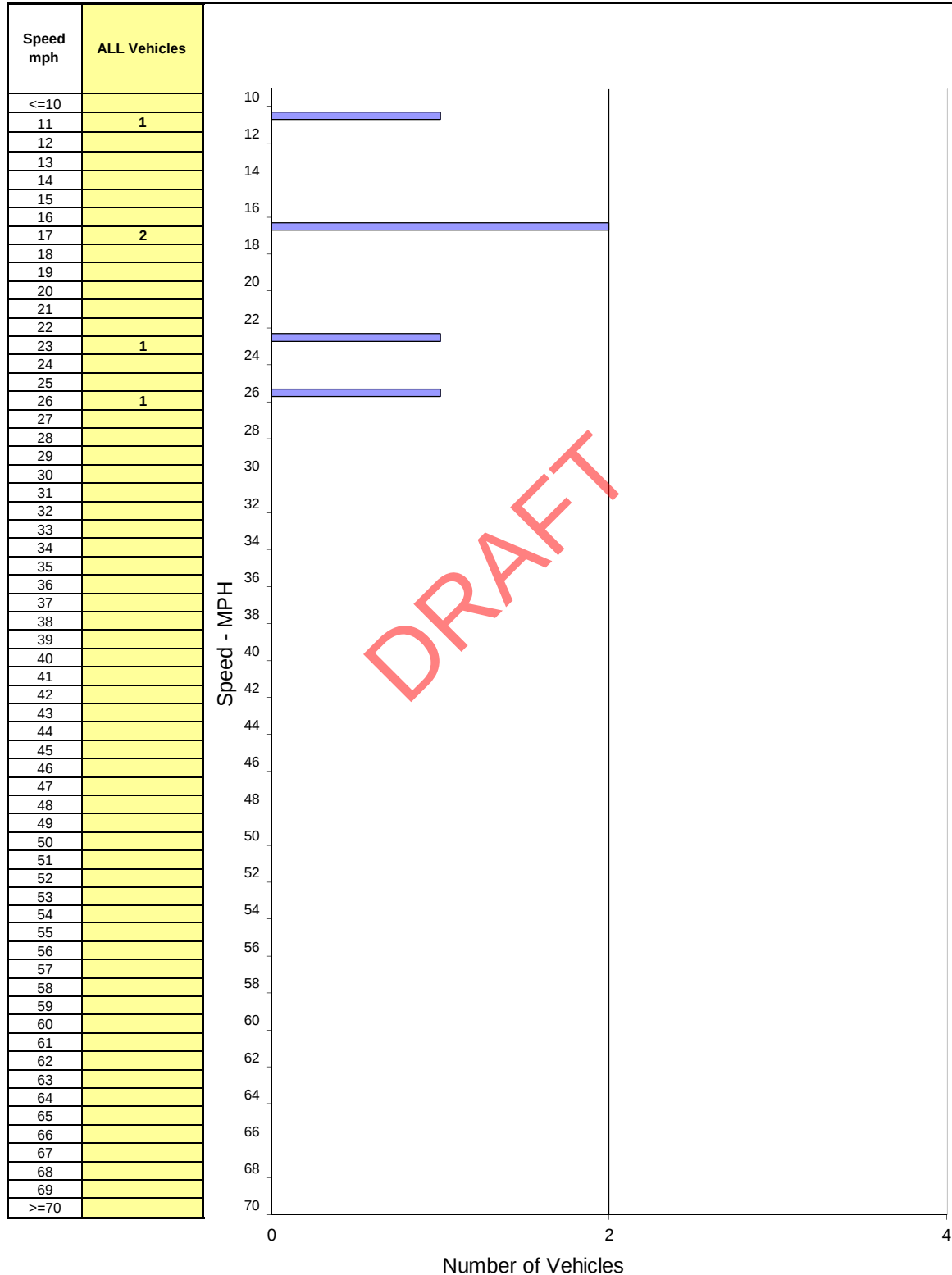
Location: El Marino Elementary School & Coolidge Ave

DAY: Tuesday

Posted Speed: 25 MPH

Project#: 15-5597-004

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	5	11 - 26	17 mph	26 mph	17 - 26	4	80%	20% / 1	0% / 0

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

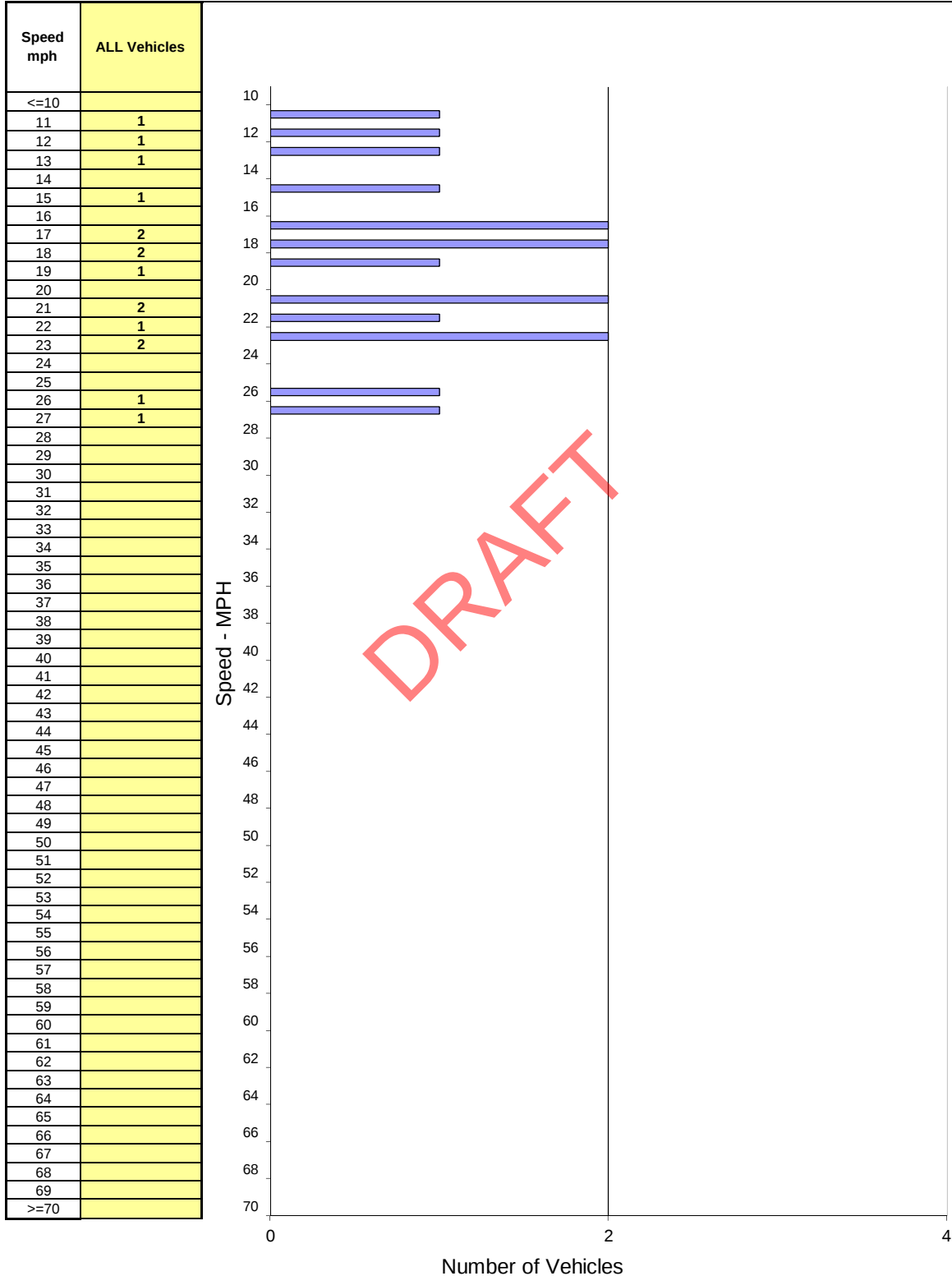
DAY: Tuesday

Location: El Marino Elementary School & Coolidge Ave

Posted Speed: 25 MPH

Project#: 15-5597-004

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	16	11 - 27	18 mph	23 mph	14 - 23	11	69%	18% / 3	13% / 2

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015

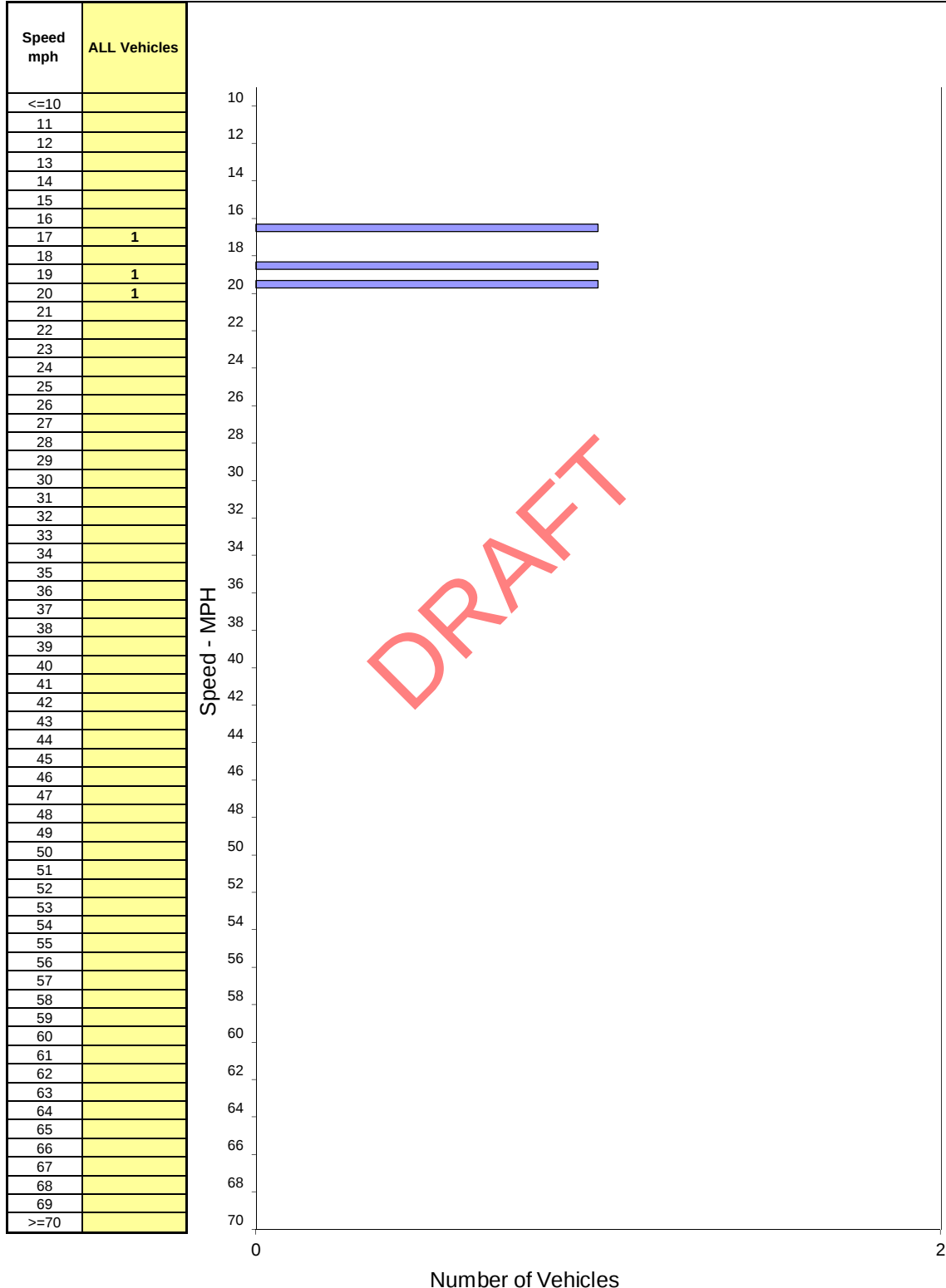
Location: El Marino Elementary School & Diller Ave

DAY: Wednesday

Posted Speed: 25 MPH

Project #: 15-5597-005

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	3	17 - 20	19 mph	20 mph	11 - 20	3	100%	0% / 0	0% / 0

Spot Speed Study

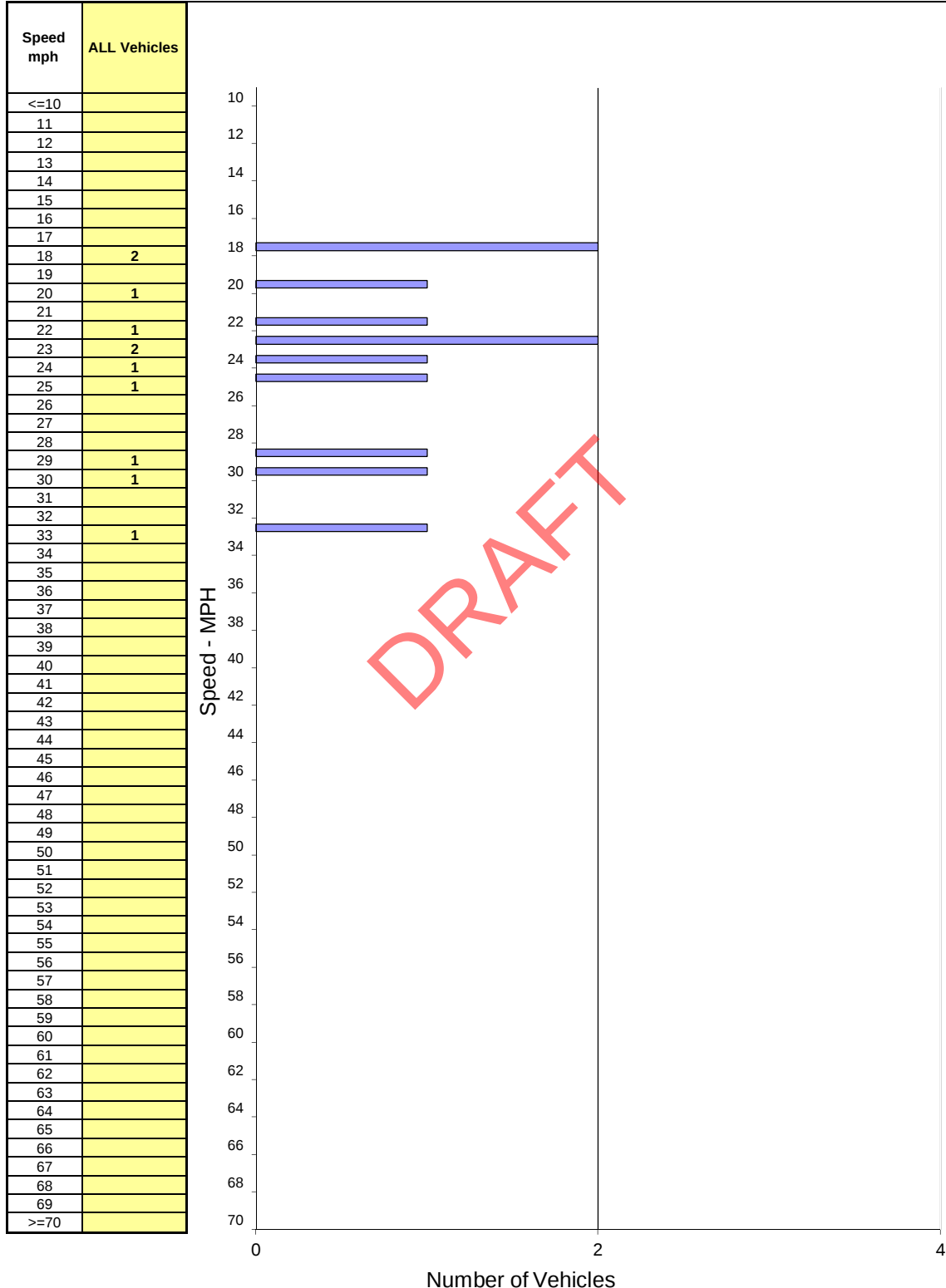
Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015
DAY: Wednesday

Location: El Marino Elementary School & Diller Ave
Posted Speed: 25 MPH Project #: 15-5597-005

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	11	18 - 33	23 mph	30 mph	16 - 25	8	73%	0% / 0	28% / 3

Spot Speed Study

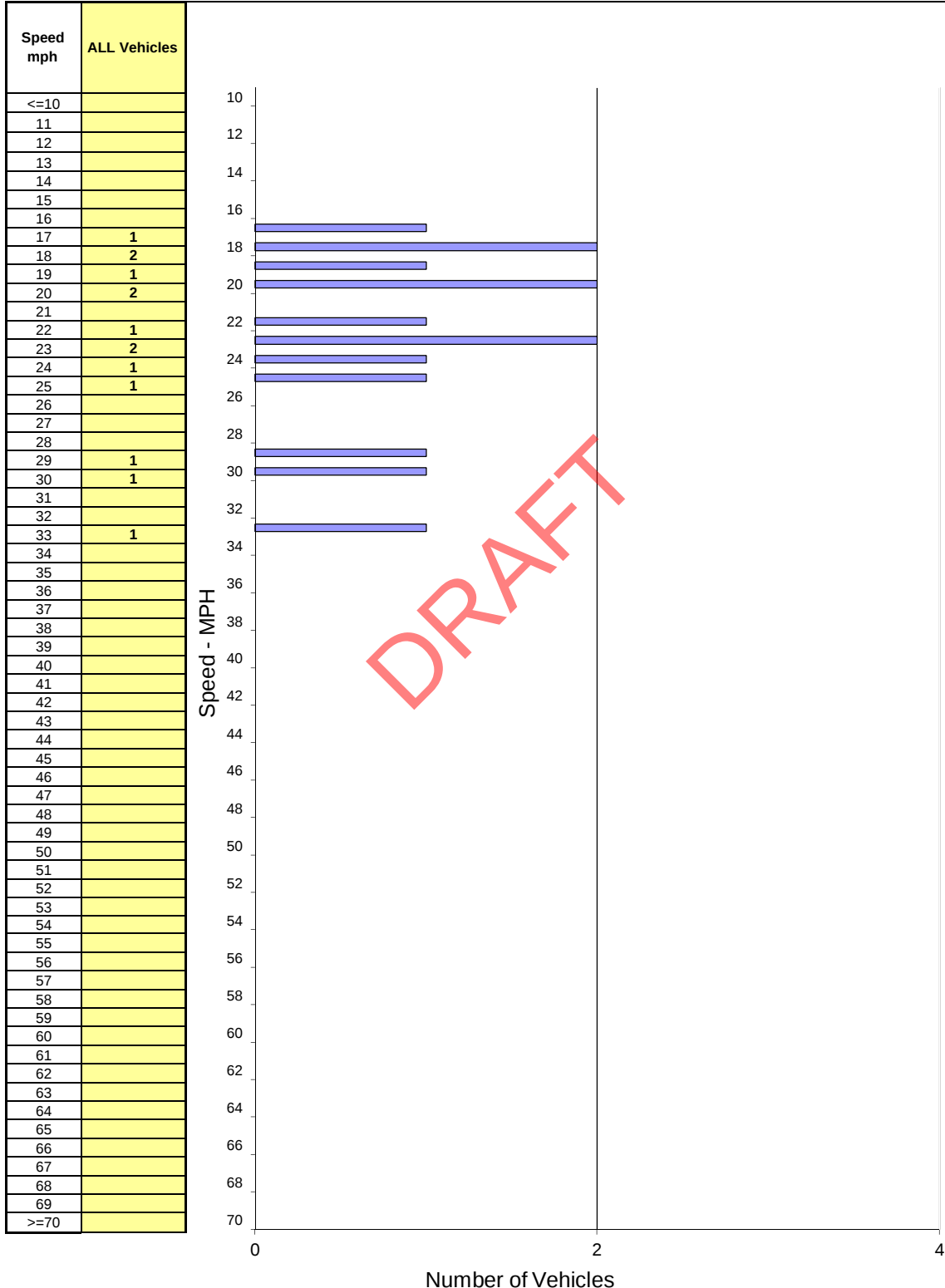
Prepared by: National Data & Surveying Services

City of Culver City

DATE: 11/10/2015
DAY: Wednesday

Location: El Marino Elementary School & Diller Ave
Posted Speed: 25 MPH Project #: 15-5597-005

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	14	17 - 33	22 mph	29 mph	16 - 25	11	79%	0% / 0	22% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 9/22/2015

Location: El Rincon Elementary School & Overland Ave

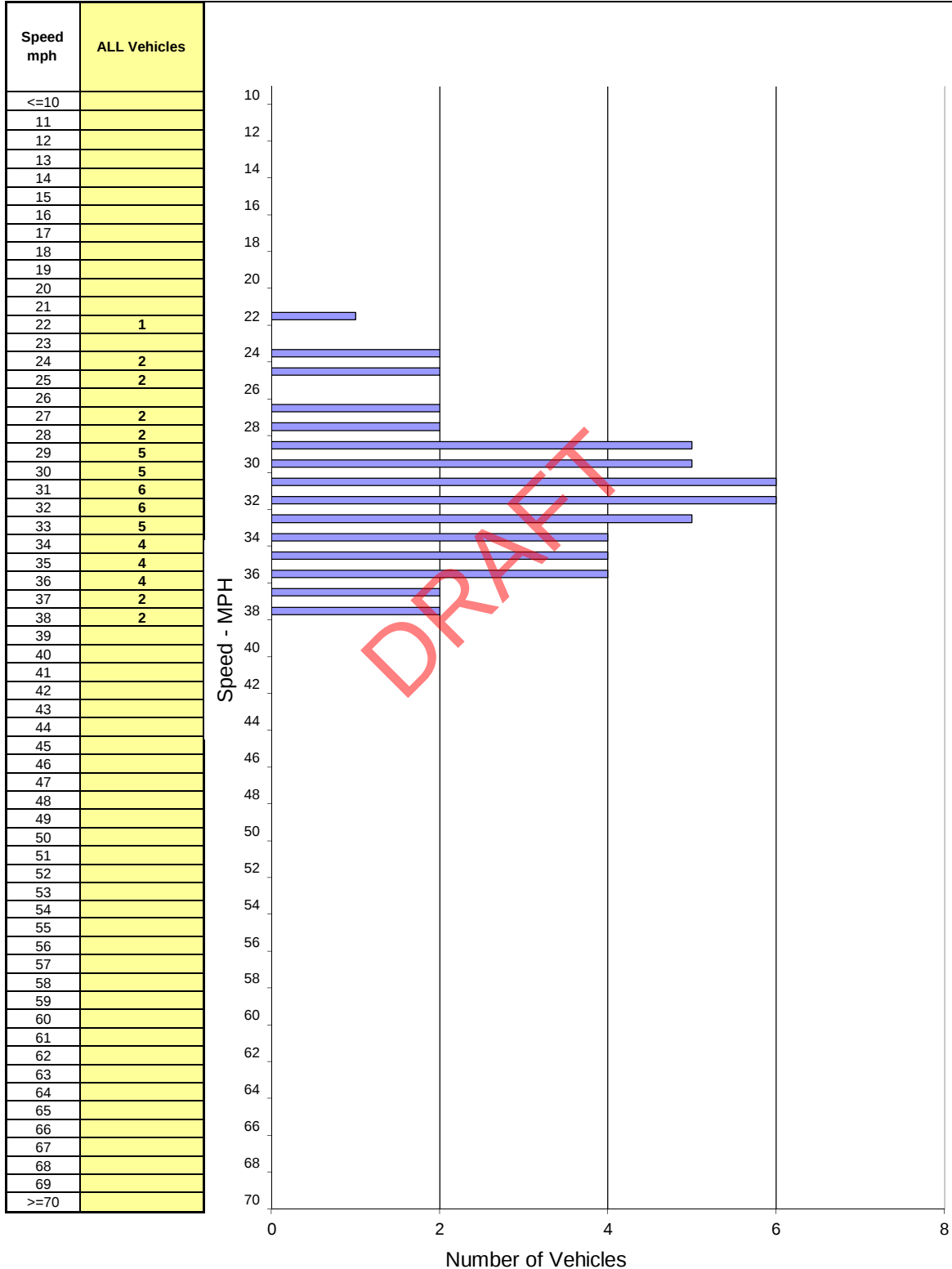
DAY: Tuesday

Posted Speed:

35 MPH

Project#: 15-5597-006

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	52	22 - 38	32 mph	36 mph	27 - 36	43	83%	9% / 5	8% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 9/22/2015

Location: El Rincon Elementary School & Overland Ave

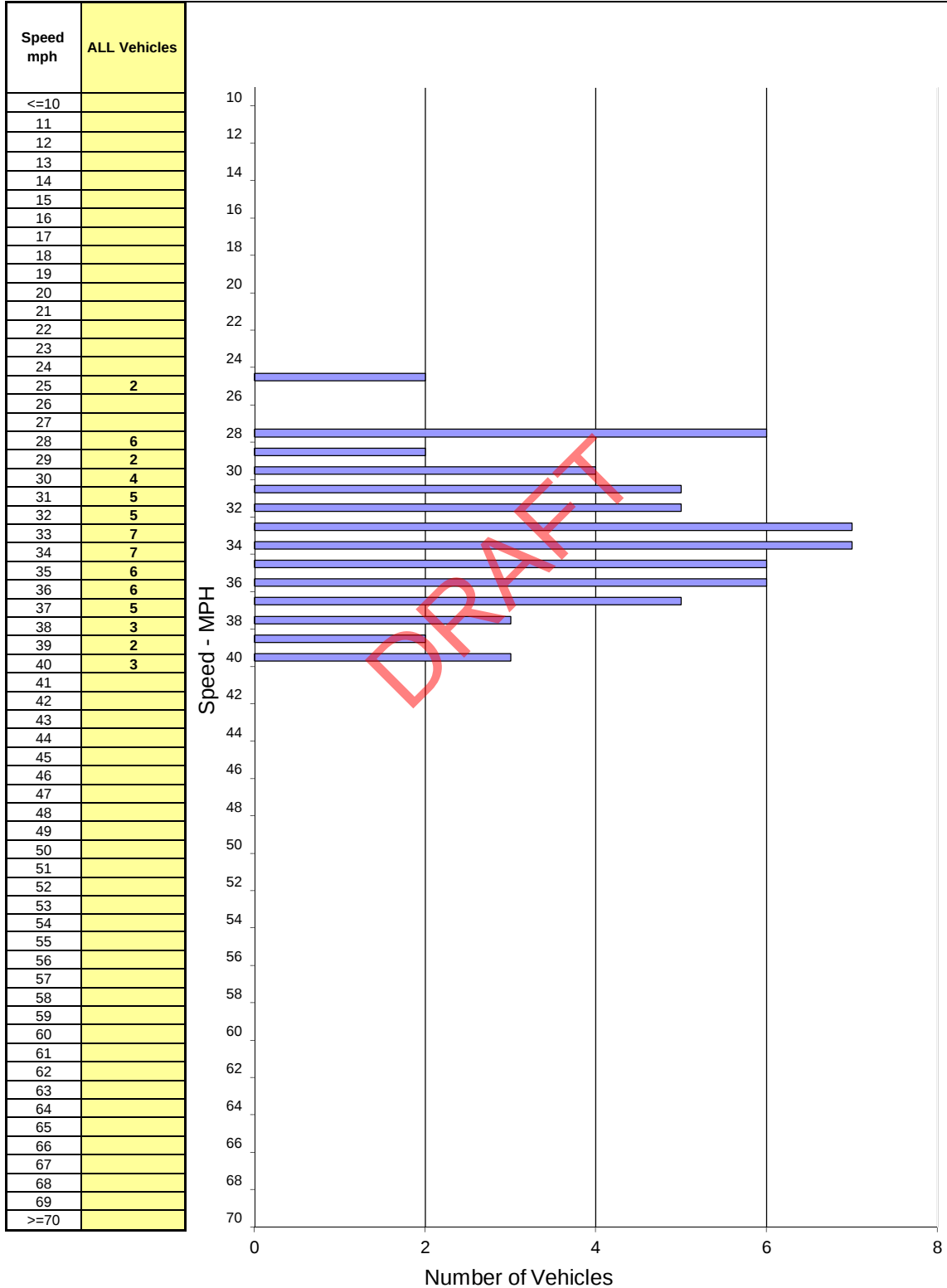
DAY: Tuesday

Posted Speed:

35 MPH

Project#: 15-5597-006

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	63	25 - 40	34 mph	37 mph	28 - 37	53	84%	3% / 2	13% / 8

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 9/22/2015

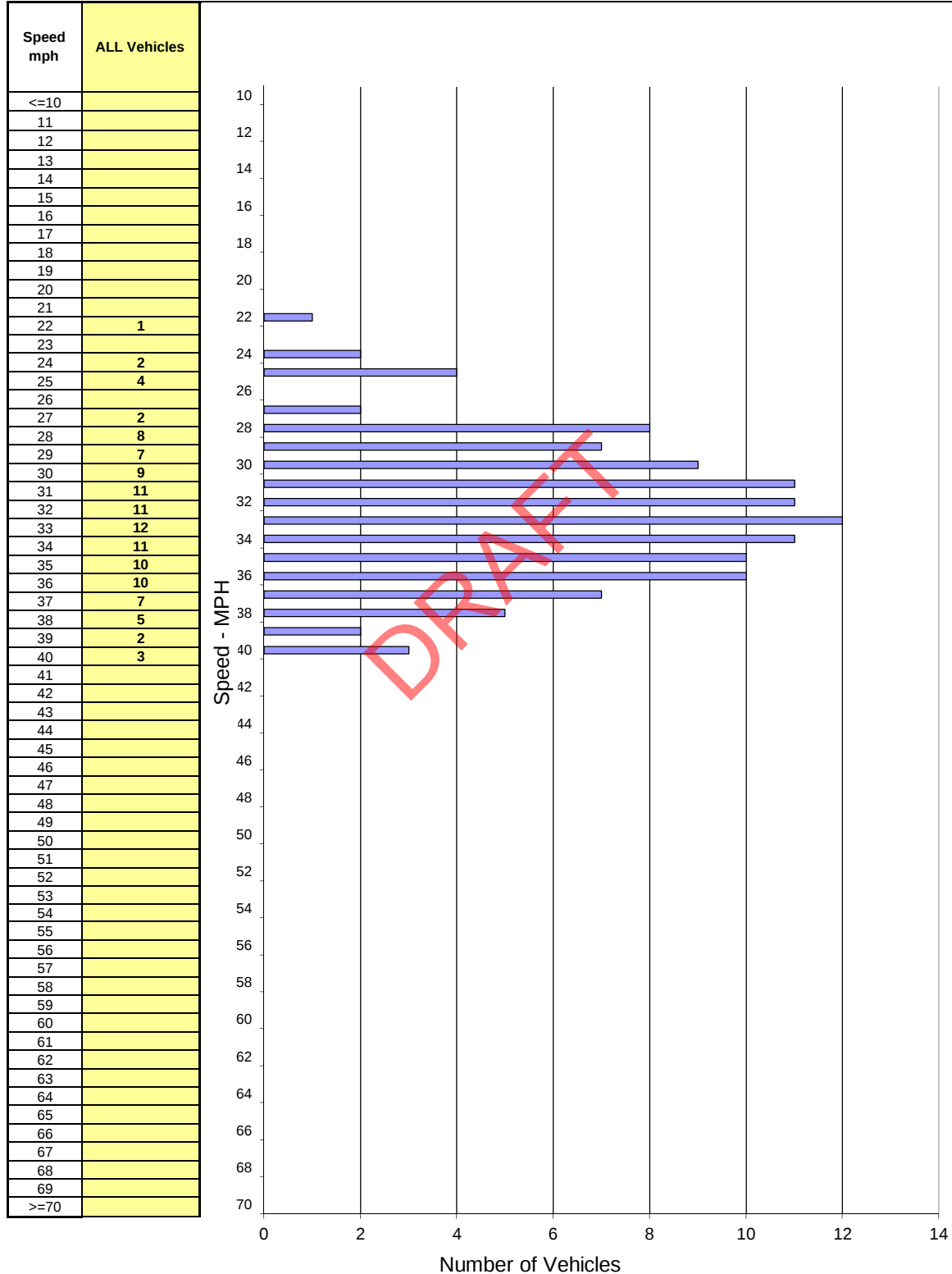
DAY: Tuesday

Location: El Rincon Elementary School & Overland Ave

Posted Speed: 35 MPH

Project#: 15-5597-006

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	115	22 - 40	33 mph	36 mph	28 - 37	96	83%	7% / 9	9% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver

DATE: 9/22/2015

Location: El Rincon Elementary School & Sawtelle Blvd

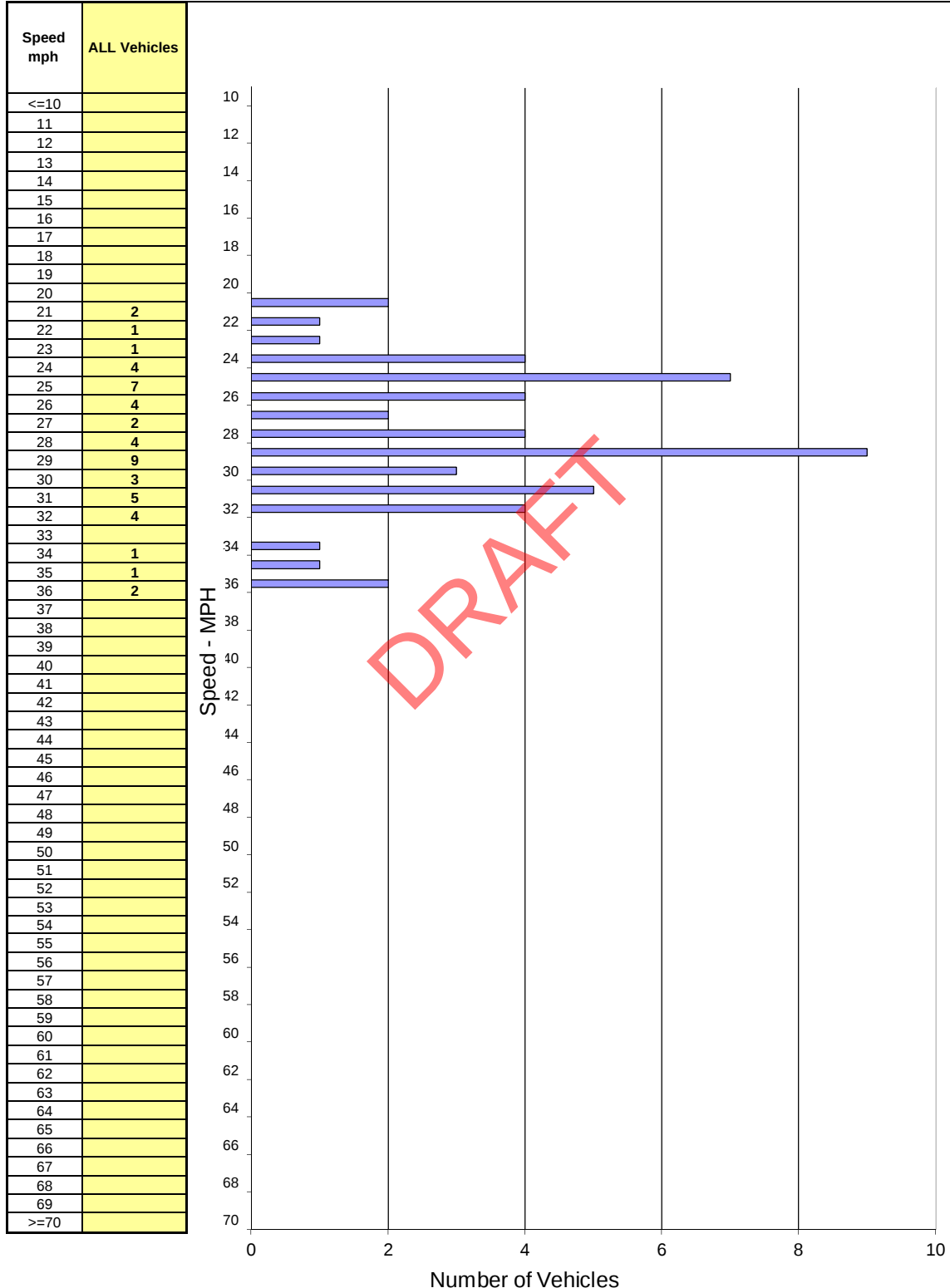
DAY: Tuesday

Posted Speed:

35 MPH

Project #: 15-5597-007

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	21 - 36	28 mph	32 mph	23 - 32	43	86%	6% / 3	8% / 4

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver

DATE: 9/22/2015

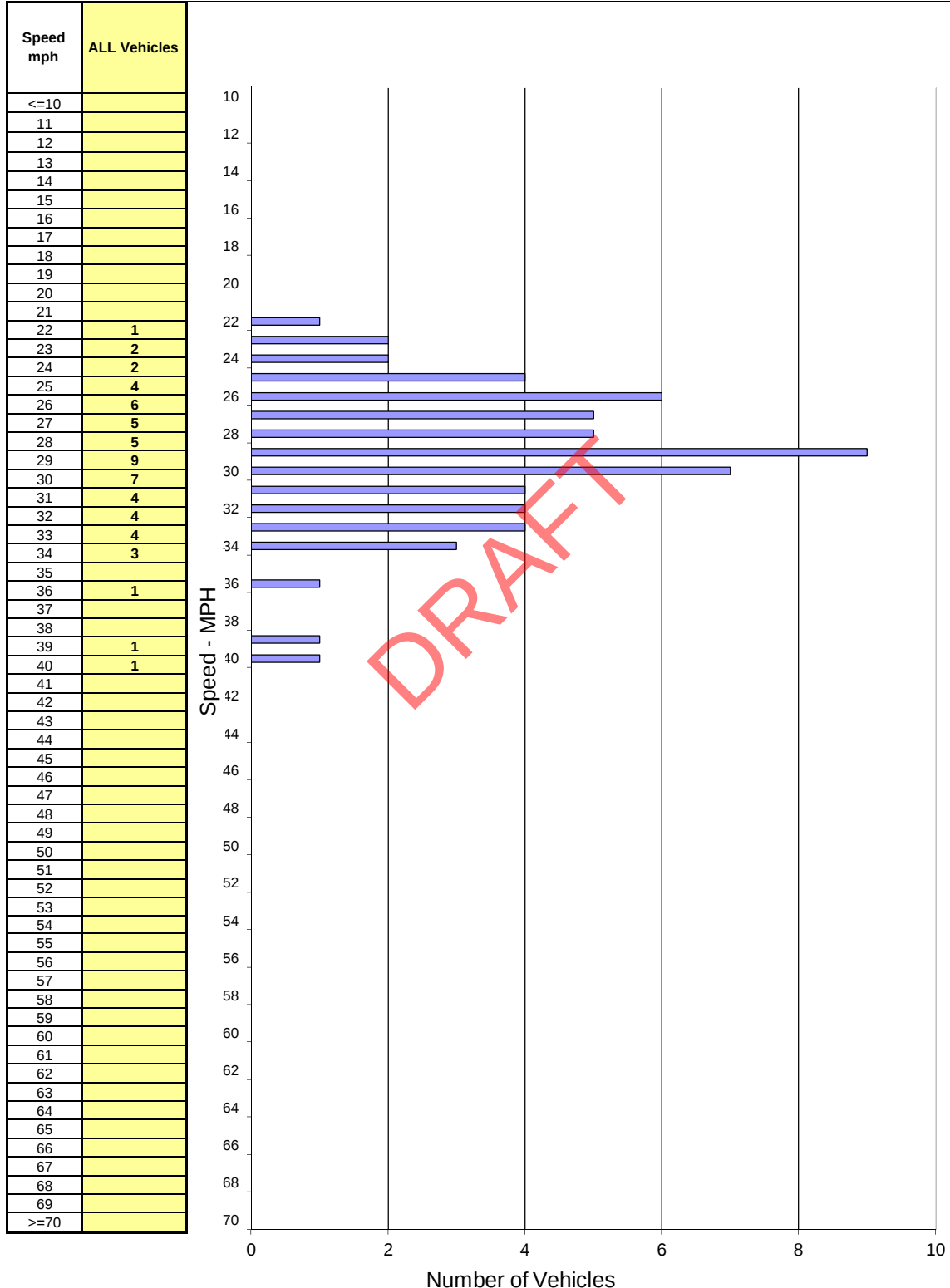
DAY: Tuesday

Location: El Rincon Elementary School & Sawtelle Blvd

Posted Speed: 35 MPH

Project #: 15-5597-007

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	59	22 - 40	29 mph	33 mph	25 - 34	51	86%	8% / 5	6% / 3

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver

DATE: 9/22/2015

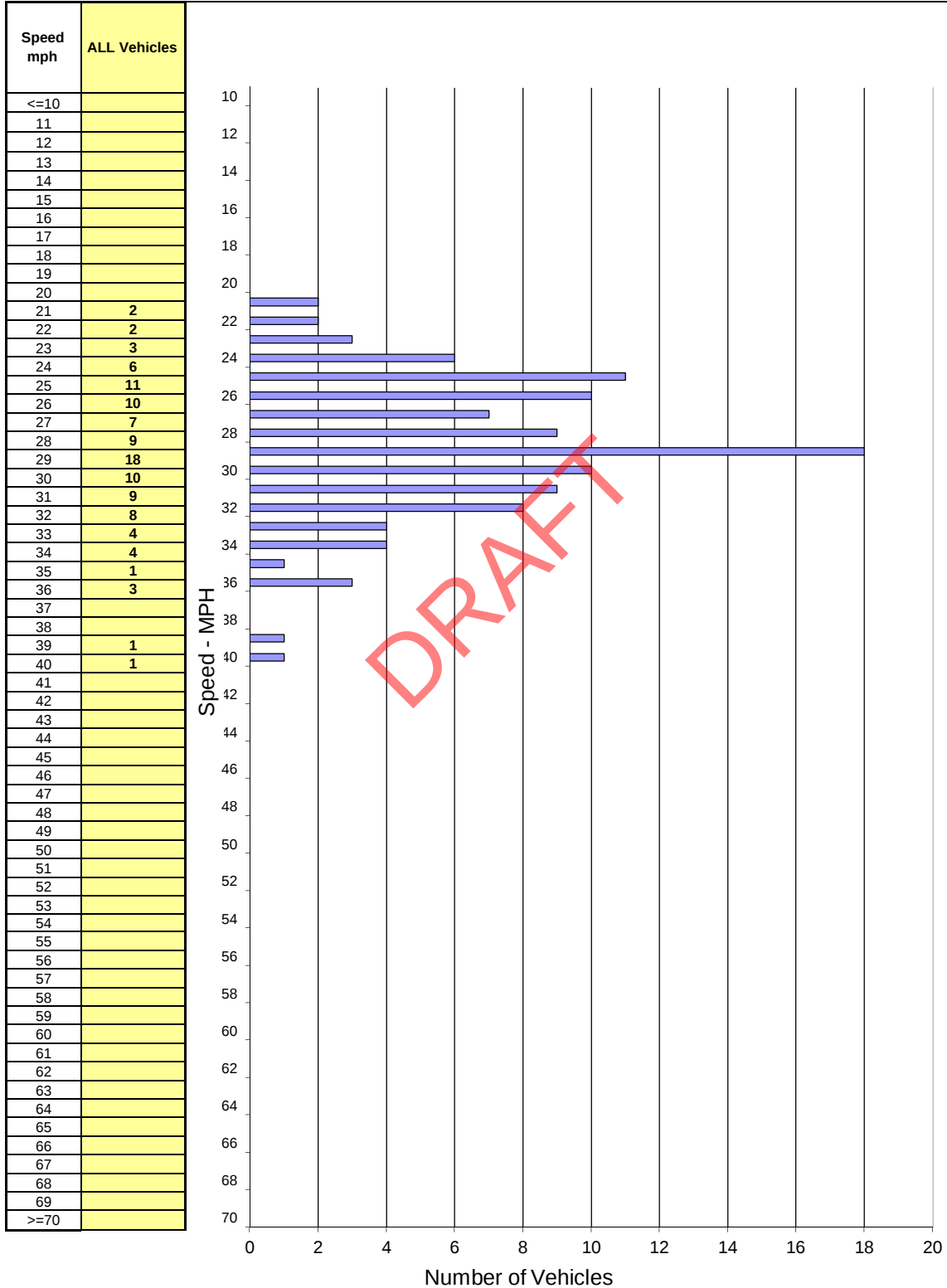
DAY: Thursday

Location: El Rincon Elementary School & Sawtelle Blvd

Posted Speed: 35 MPH

Project #: 15-5597-007

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	109	21 - 40	29 mph	32 mph	24 - 33	92	84%	6% / 7	10% / 10

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

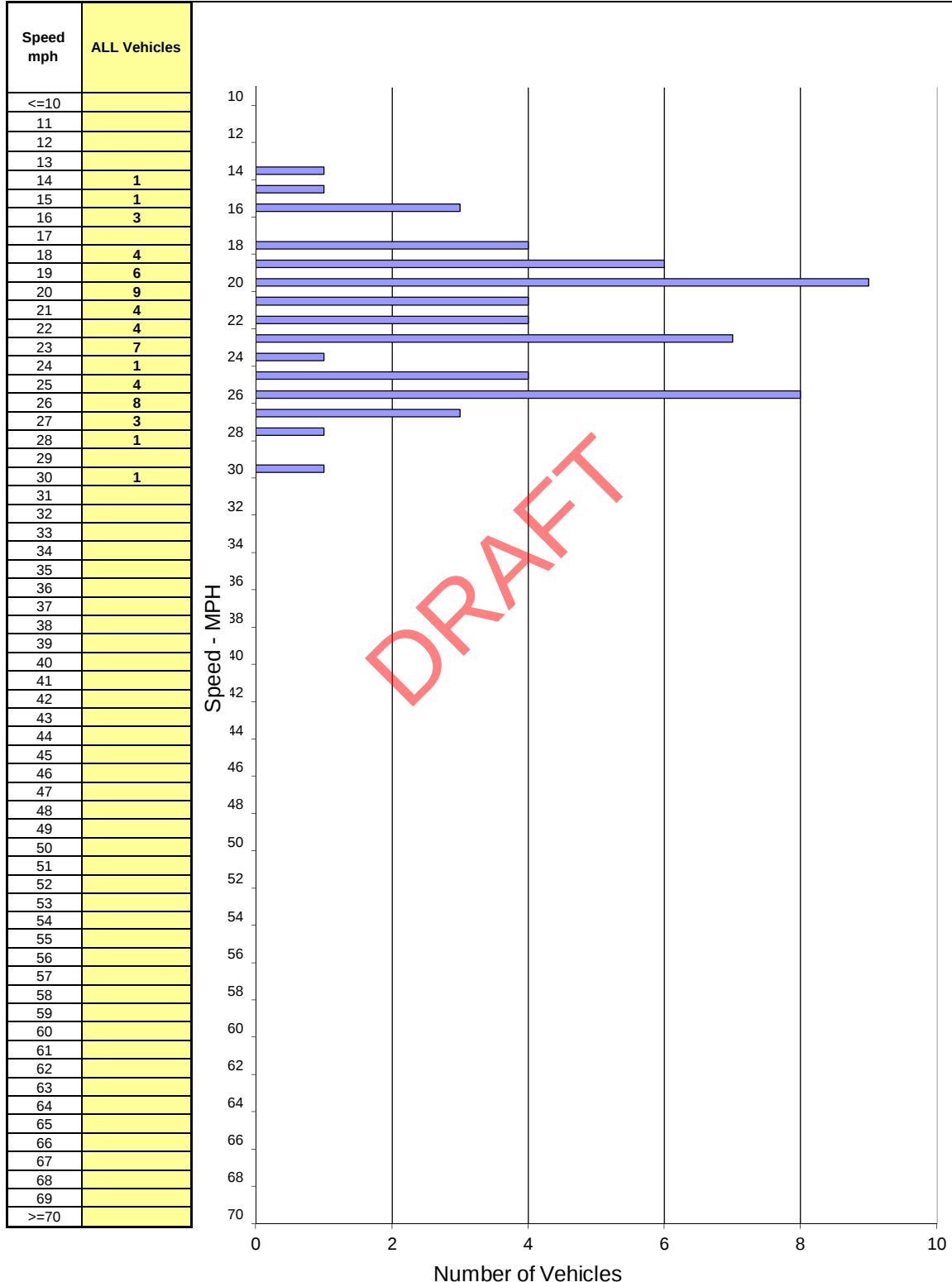
Location: Culver City Middle School/High School & Elenda St

DAY: Tuesday

Posted Speed: 25 MPH

Project#: 15-5597-008

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	57	14 - 30	22 mph	26 mph	18 - 27	50	88%	8% / 5	4% / 2

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

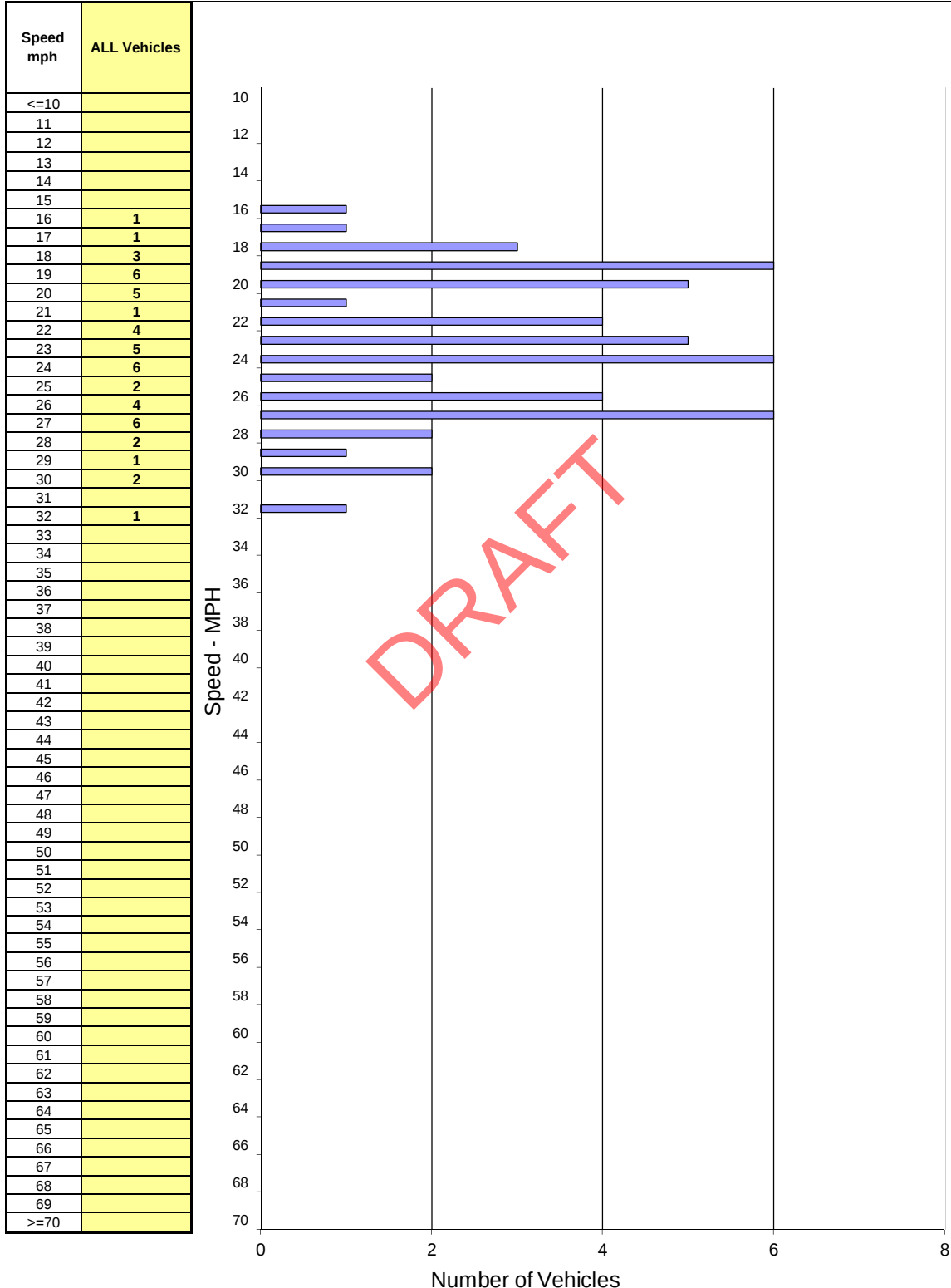
Location: Culver City Middle School/High School & Elenda St

DAY: Tuesday

Posted Speed: 25 MPH

Project#: 15-5597-008

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	16 - 32	23 mph	27 mph	18 - 27	42	84%	4% / 2	12% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

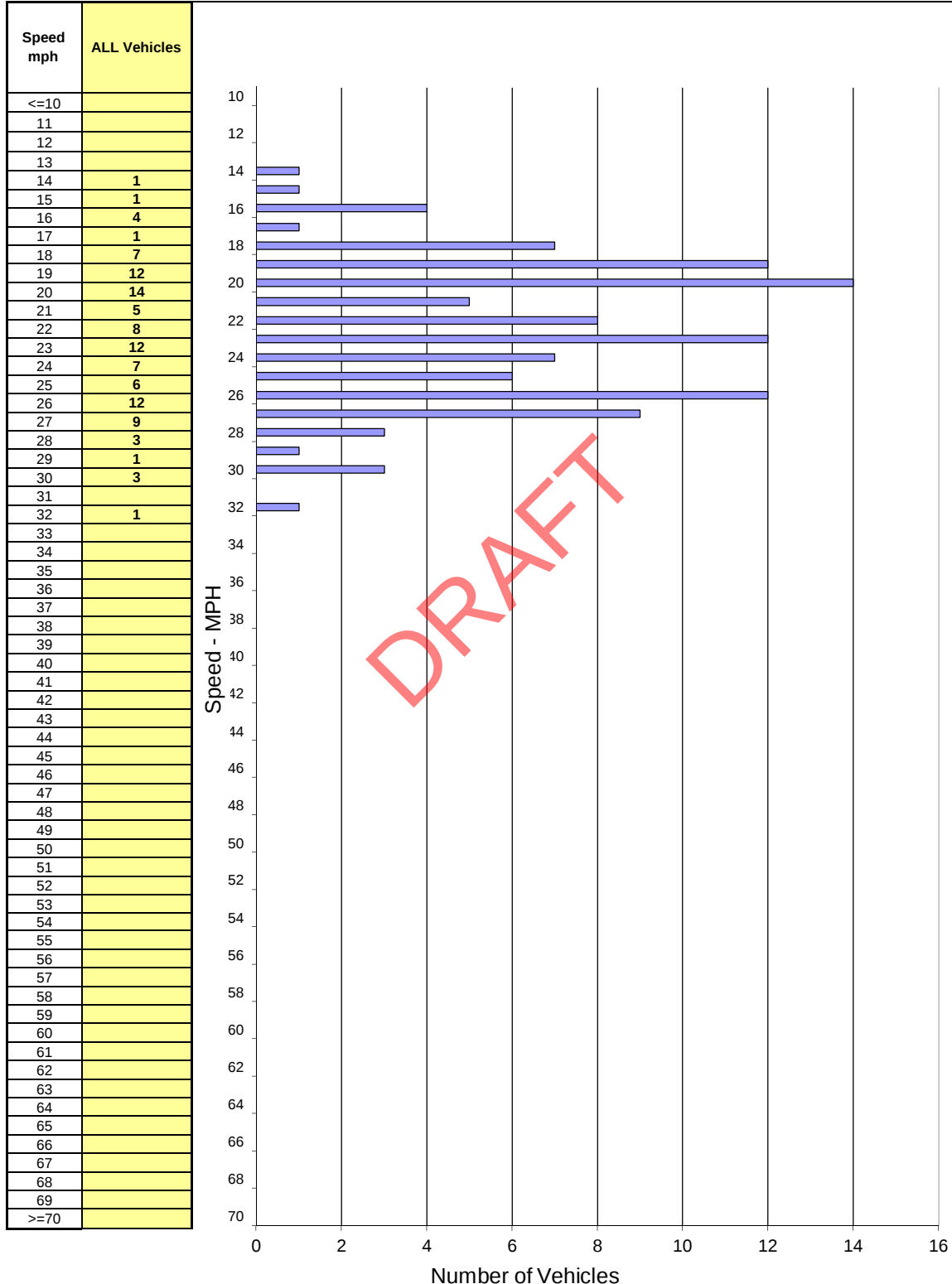
DAY: Tuesday

Location: Culver City Middle School/High School & Elenda St

Posted Speed: 25 MPH

Project#: 15-5597-008

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	14 - 32	23 mph	27 mph	18 - 27	92	86%	6% / 7	8% / 8

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

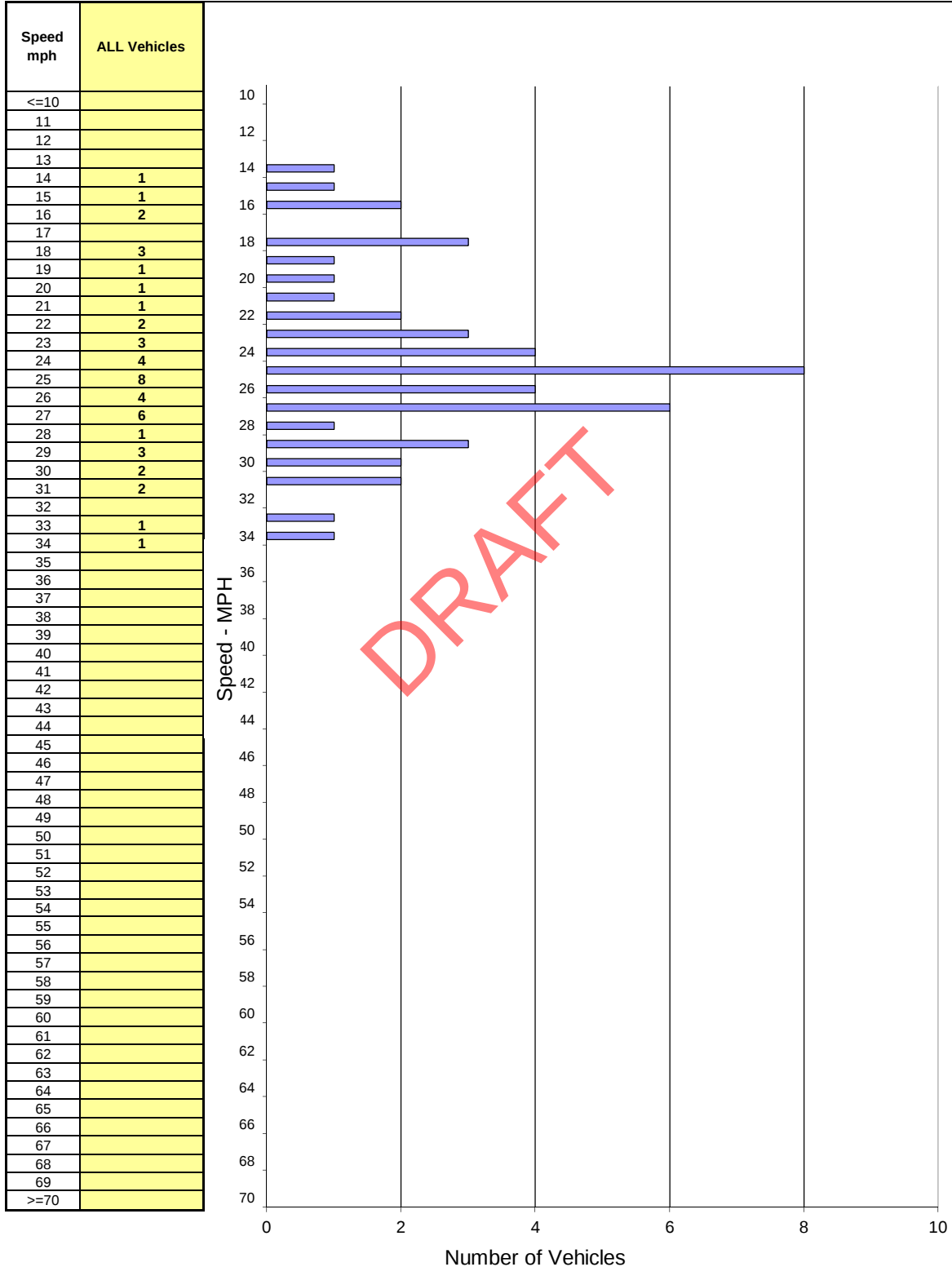
DAY: Tuesday

Location: Culver City Middle School/High School & Farragut Dr

Posted Speed: 25 MPH

Project#: 15-5597-009

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	47	14 - 34	25 mph	29 mph	22 - 31	35	74%	21% / 10	5% / 2

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

Location: Culver City Middle School/High School & Farragut Dr

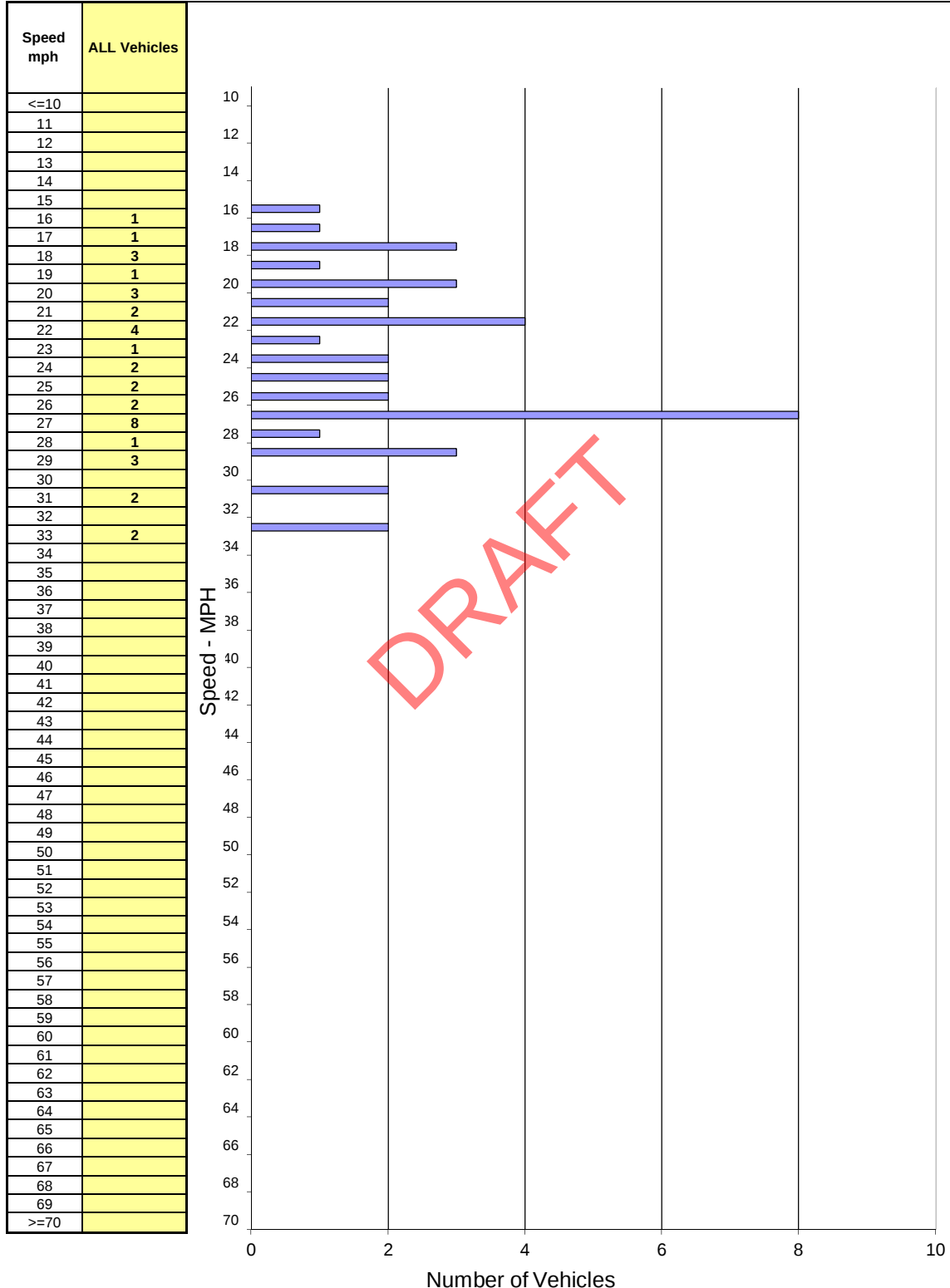
DAY: Tuesday

Posted Speed:

25 MPH

Project#: 15-5597-009

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	38	16 - 33	25 mph	29 mph	18 - 27	28	74%	5% / 2	22% / 8

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

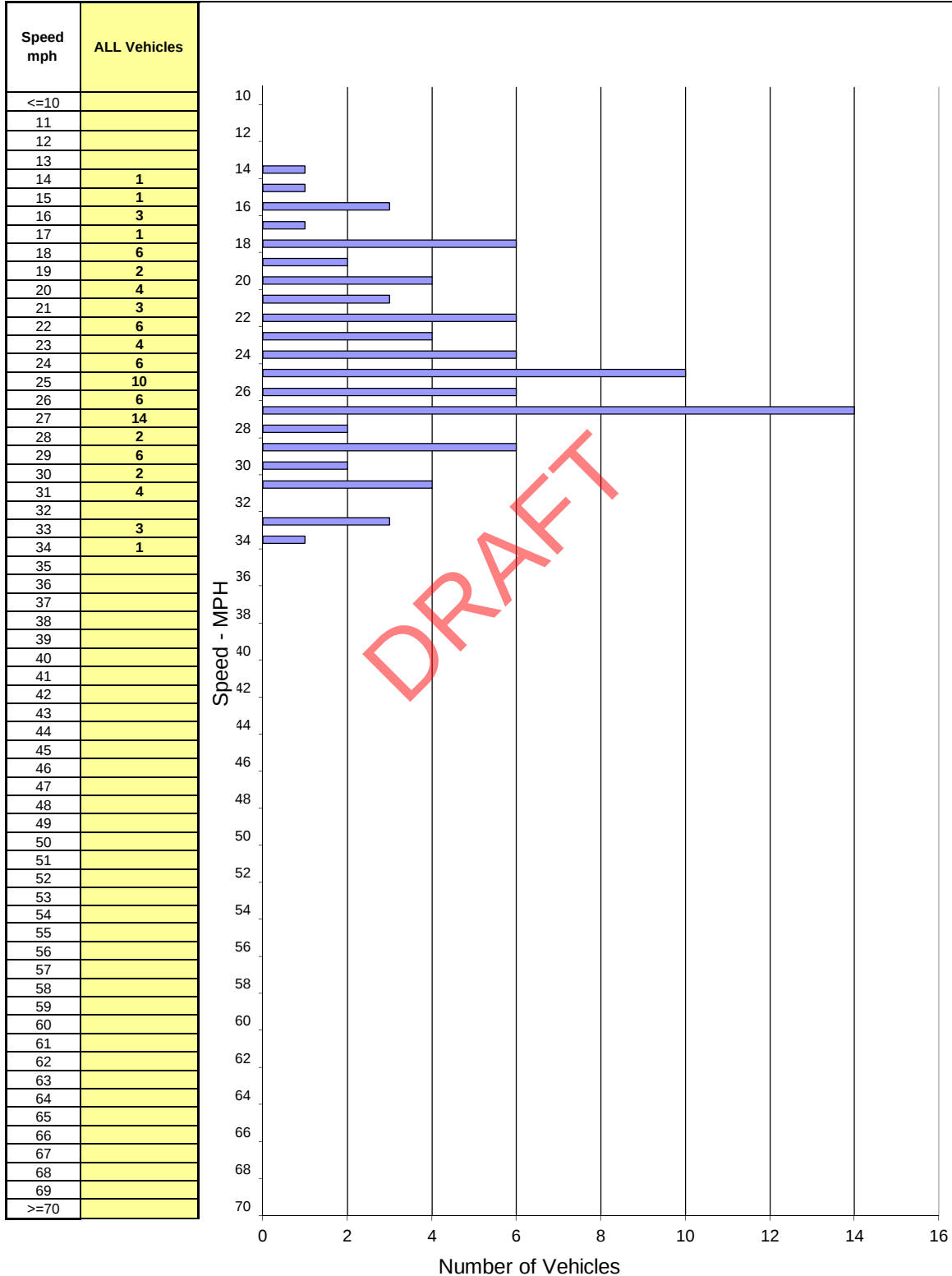
DAY: Tuesday

Location: Culver City Middle School/High School & Farragut Dr

Posted Speed: 25 MPH

Project#: 15-5597-009

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	85	14 - 34	25 mph	29 mph	18 - 27	61	72%	7% / 6	22% / 18

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

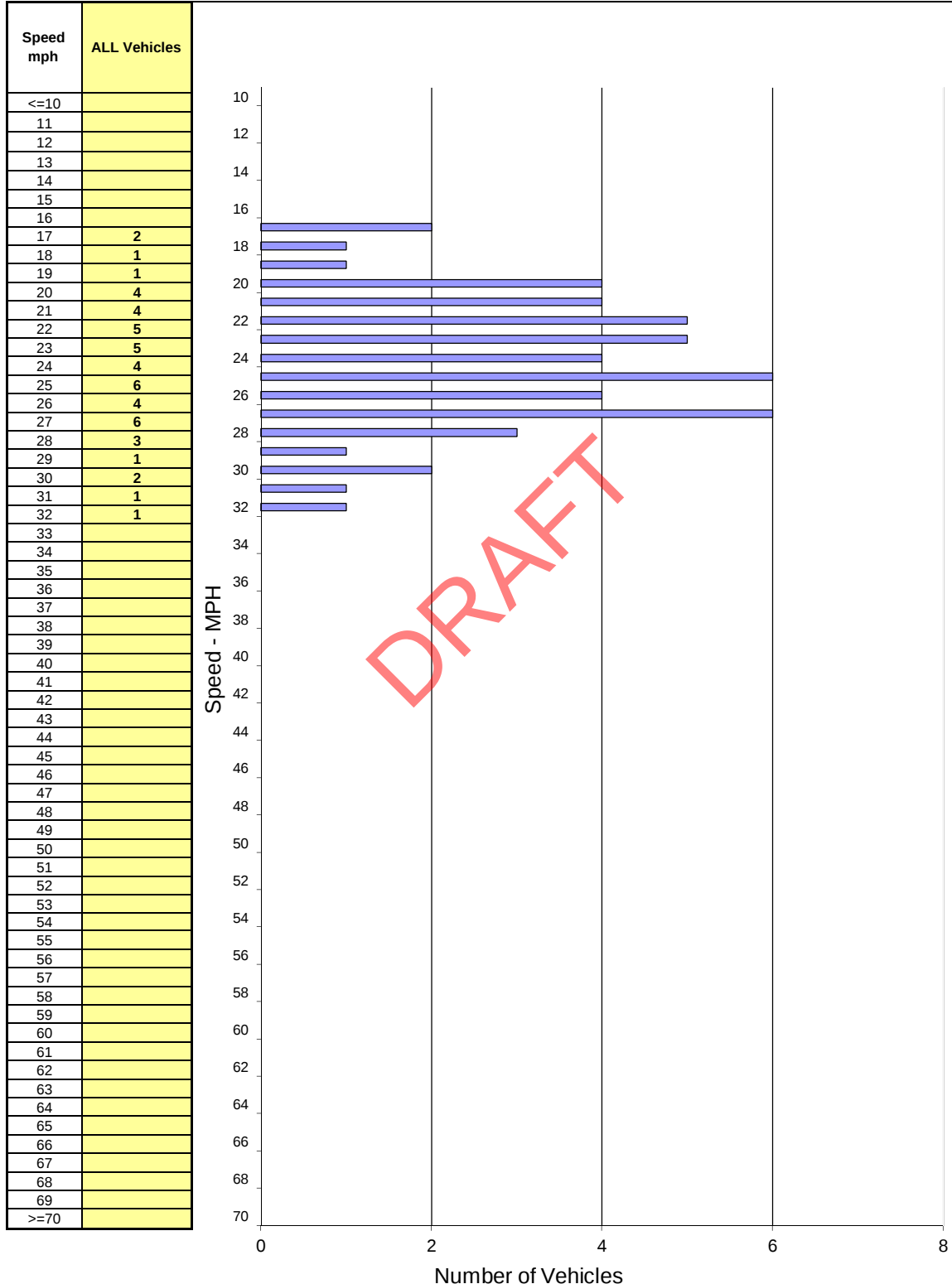
DAY: Tuesday

Location: Culver City Middle School/High School & Harter Ave/St. Nicholas Ave

Posted Speed: None Posted

Project#: 15-5597-010

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	17 - 32	24 mph	28 mph	19 - 28	42	84%	6% / 3	10% / 5

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 10/13/2015

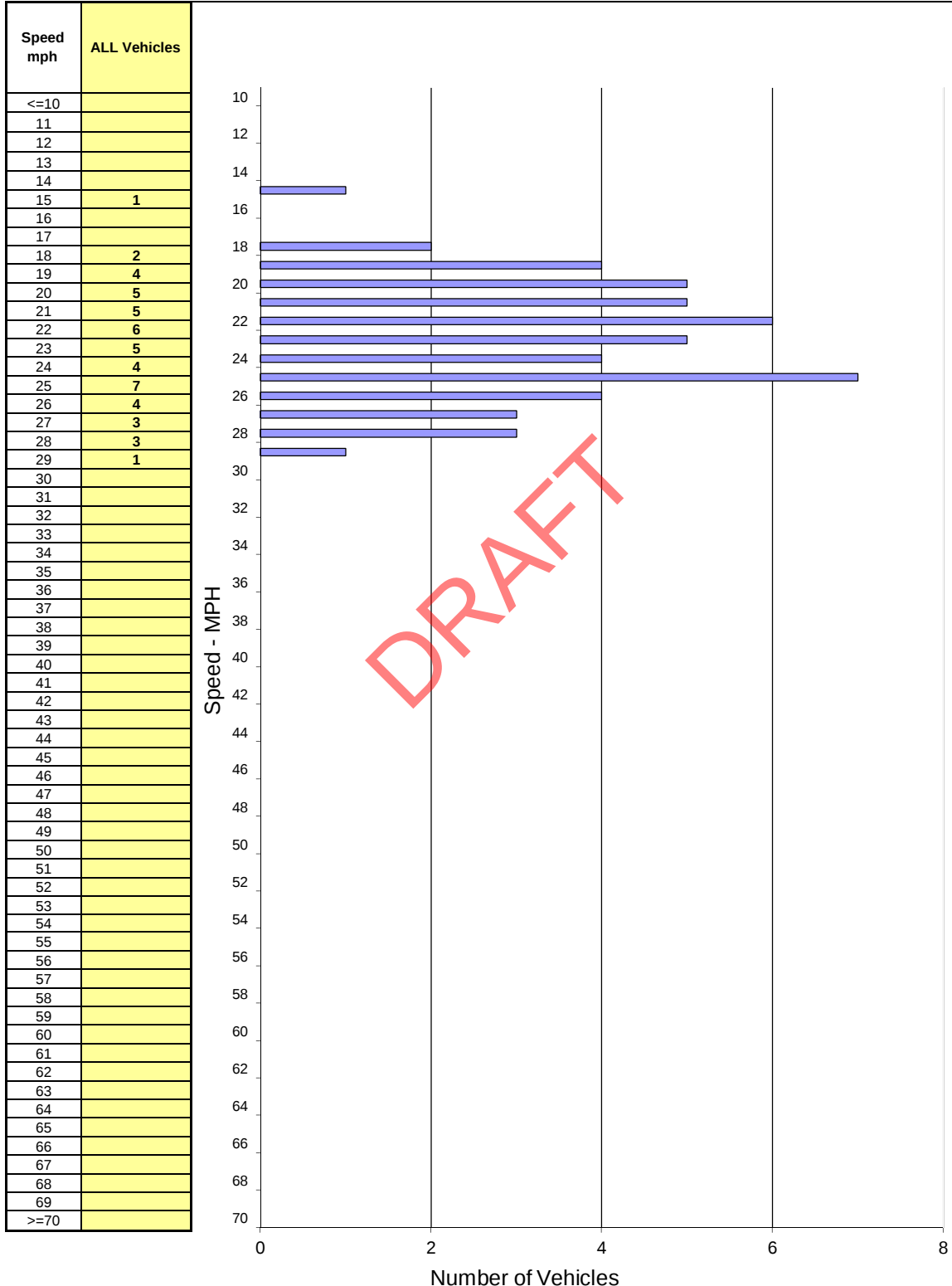
DAY: Tuesday

Location: Culver City Middle School/High School & Harter Ave/St. Nicholas Ave

Posted Speed: None Posted

Project#: 15-5597-010

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	15 - 29	23 mph	26 mph	19 - 28	46	92%	6% / 3	2% / 1

Spot Speed Study

Prepared by: National Data & Surveying Services

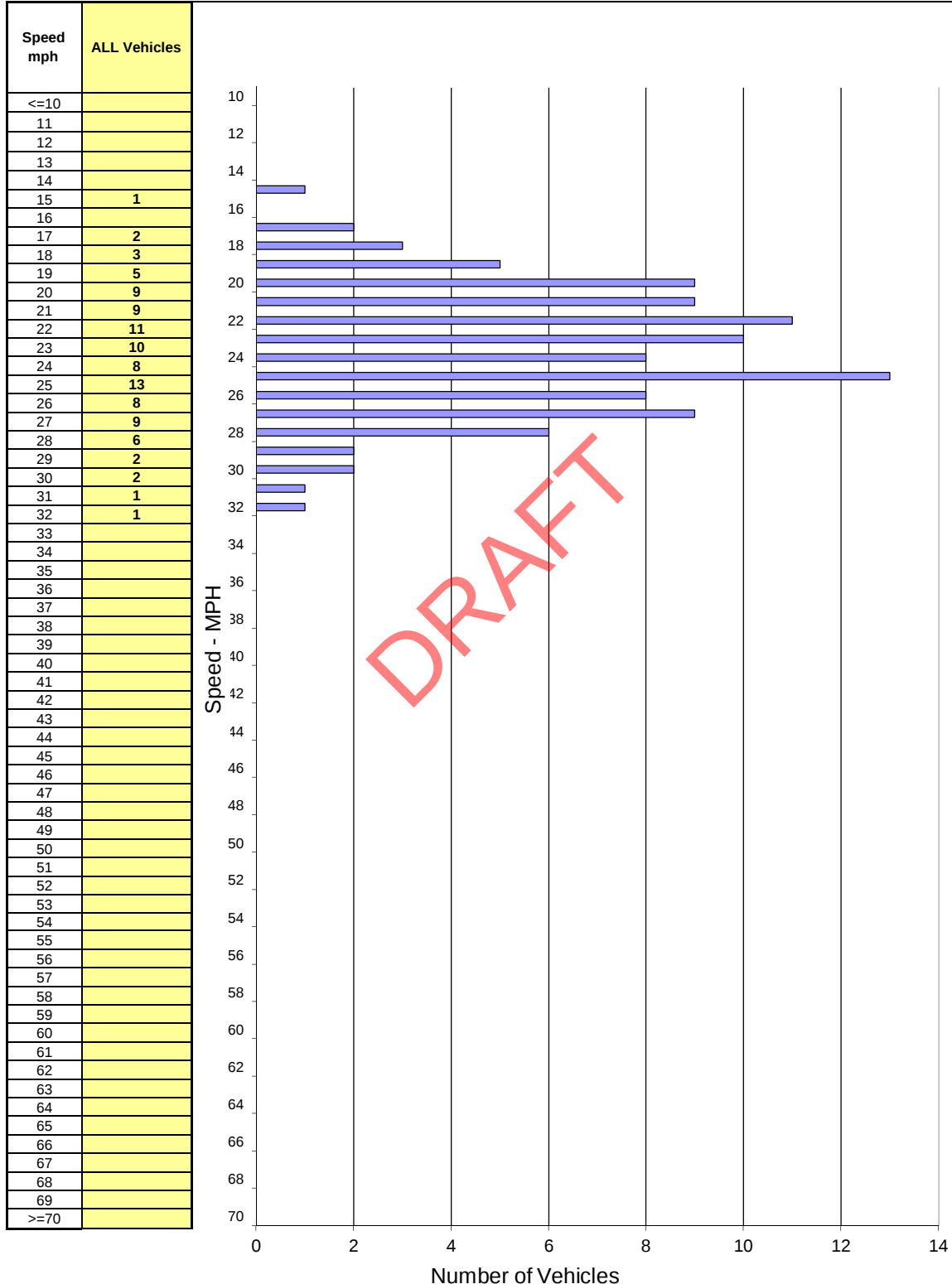
City of Culver City

DATE: 10/13/2015

DAY: Tuesday

Location: Culver City Middle School/High School & Harter Ave/St. Nicholas Ave
Posted Speed: None Posted Project#: 15-5597-010

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	100	15 - 32	23 mph	27 mph	19 - 28	88	88%	6% / 6	6% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 9/22/2015

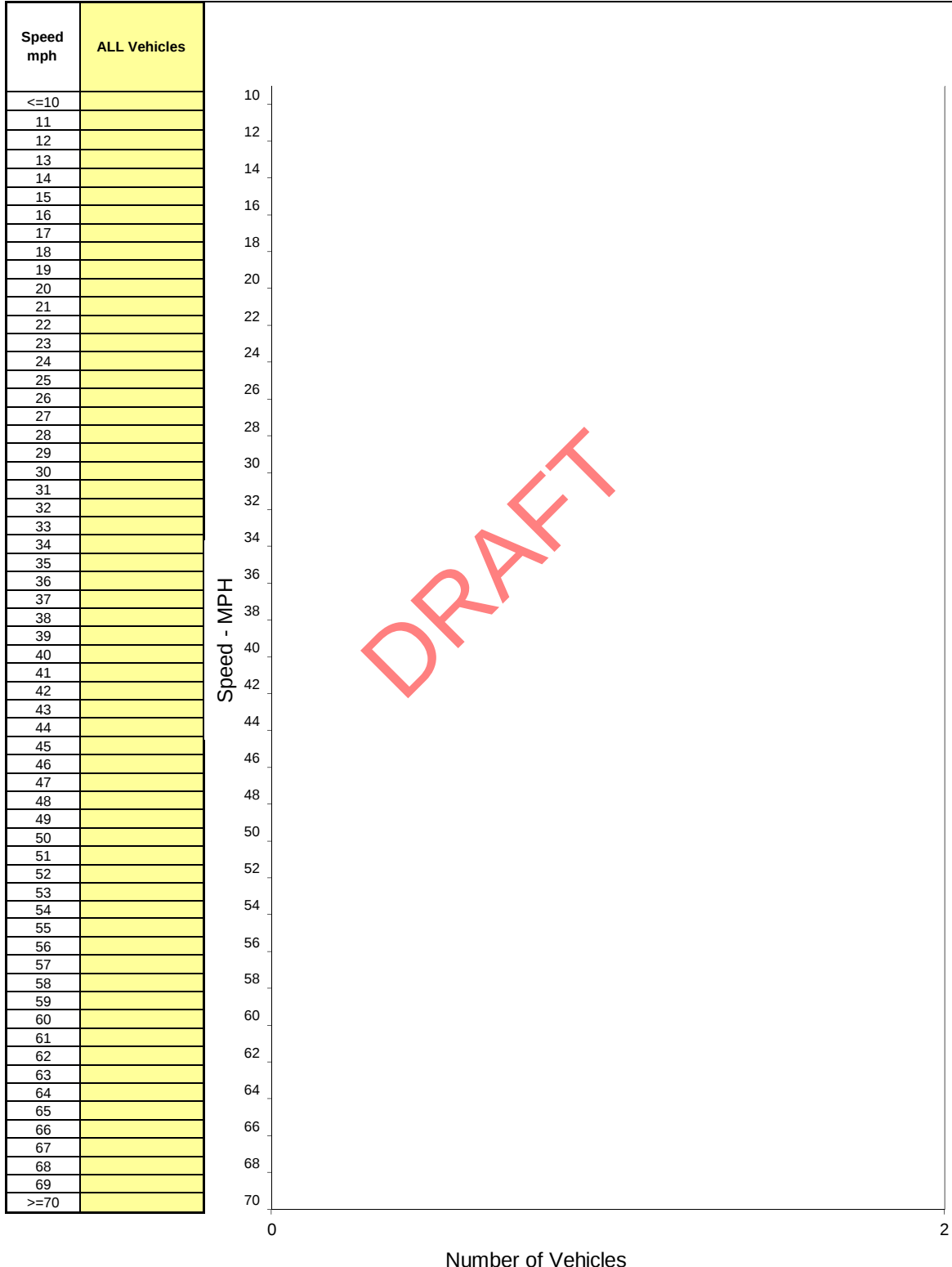
Location: Linwood E. Howe Elementary School & Van Buren Pl

DAY: Tuesday

Posted Speed: 25 MPH

Project#: 15-5597-011

Northbound Spot Speeds



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

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 9/22/2015

Location: Linwood E. Howe Elementary School & Van Buren Pl

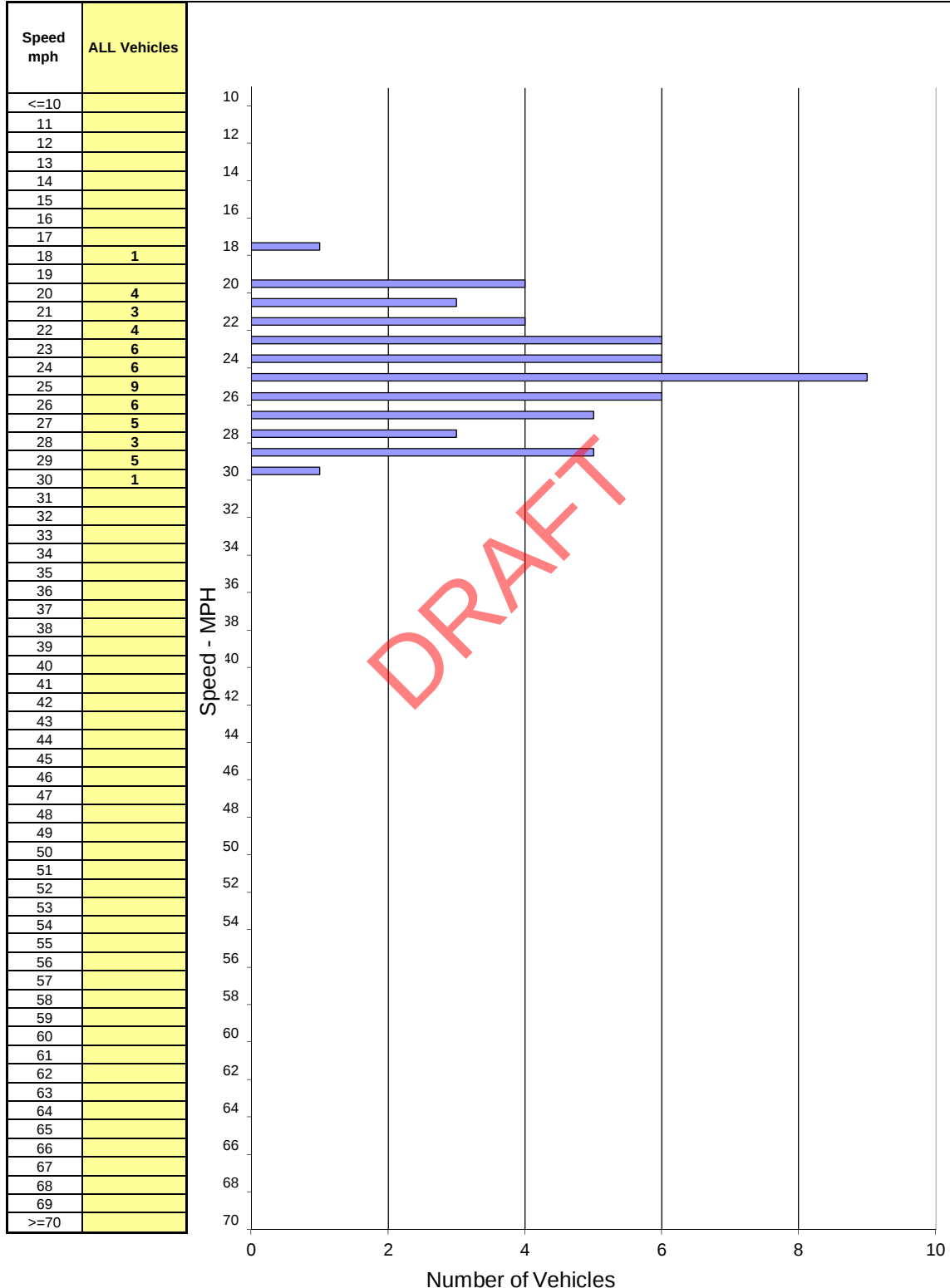
DAY: Tuesday

Posted Speed:

25 MPH

Project#: 15-5597-011

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	18 - 30	25 mph	28 mph	20 - 29	51	96%	1% / 1	2% / 1

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Culver City

DATE: 9/22/2015

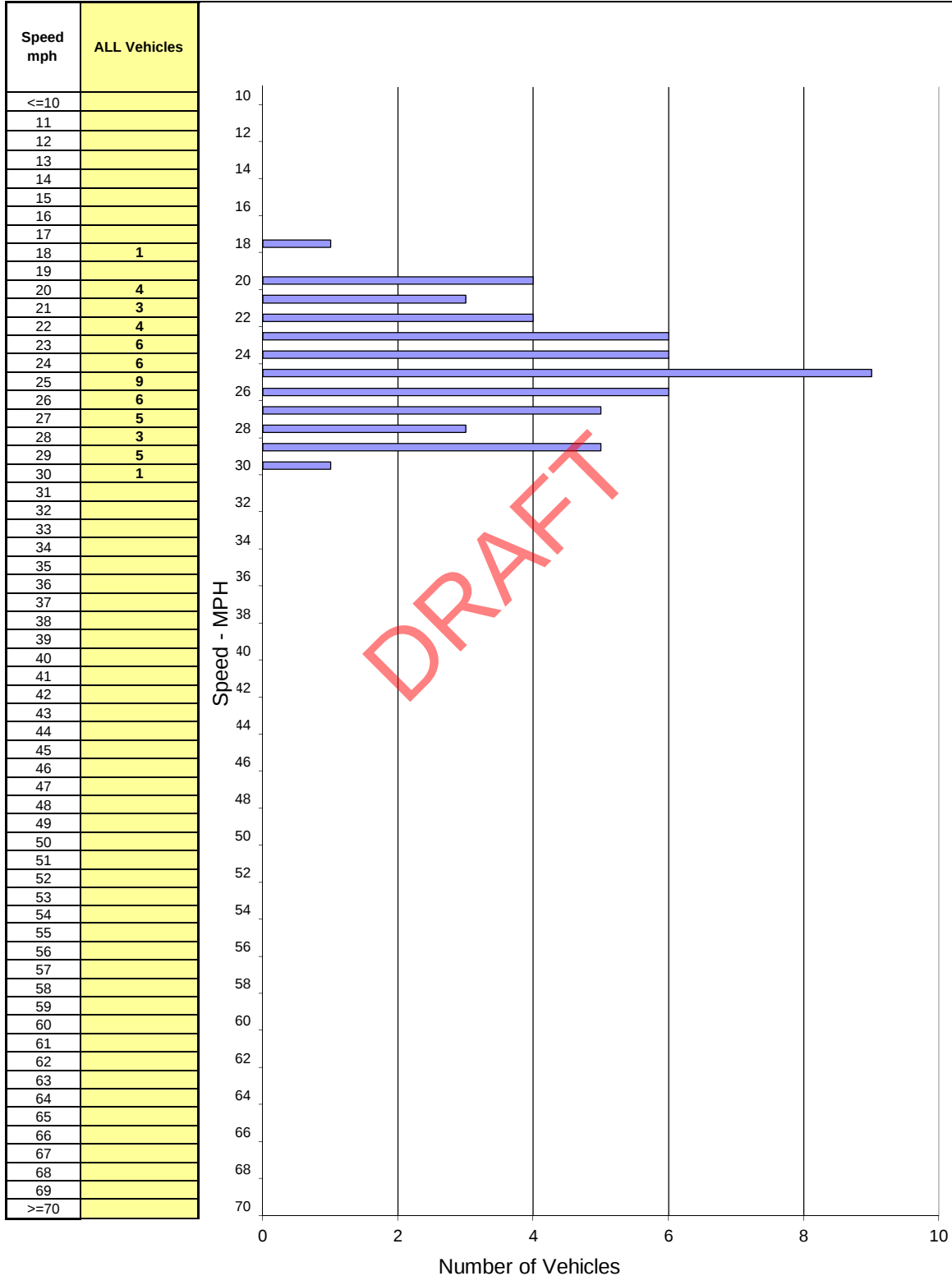
Location: Linwood E. Howe Elementary School & Van Buren Pl

DAY: Tuesday

Posted Speed: 25 MPH

Project#: 15-5597-011

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	18 - 30	25 mph	28 mph	20 - 29	51	96%	1% / 1	2% / 1