ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

CITY OF DESERT HOT SPRINGS

NOVEMBER 2018

PREPARED FOR:

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CERTIFICATION

I, Gerald Stock, do hereby certify that this 2018 Engineering & Traffic Survey of 36 street segments for the City of Desert Hot Springs was performed under my supervision and is accurate and complete. I certify that I am both experienced in performing surveys of this type and duly registered in the State of California as a professional Traffic Engineer.

Gerald J. Stock

RTE # 2049

File: DHS Radar Rpt 2018.doc

CITY OF DESERT HOT SPRINGS ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

Introduction

In accordance with procedures established by the State of California, this Engineering and Traffic Survey has been developed for the City of Desert Hot Springs as the basis for the establishment and enforcement of speed limits for selected streets within the City. The work provided herein was authorized by the City and was performed by the engineering consulting firm of Hartzog & Crabill. The goal of the review was two-fold. The first was to review new roadway segments to determine if speed limit postings should be recommended. The second involved a determination as to whether changes in pre-existing conditions have occurred where older speed limits should be modified.

The requirement to perform Engineering and Traffic surveys for speed limits is based on the California Vehicle Code (CVC). CVC Section 40802 states that at least once every five (5), seven (7) or ten (10) years, States and local agencies should re-evaluate non-statuary speed limits on segments of their roadways. Engineering and Traffic Surveys must be performed with the use of radar or other approved electronic devices if the use of radar is to be employed to enforce speed limits. If such a survey is not performed within five years (or seven years, or ten years as stated previously) of the date of the preceding survey, then the new data and its use will constitute a speed trap. Hence, evidence using such would not be admissible in court. From the Vehicle Code, a "speed trap" is either of the following:

- (a) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (b) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance under sub-paragraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established pursuant to Section 22354, 22357, 22358, or 22358.3 if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and where enforcement involves the use of radar or other electronic devices that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

The definition of a Traffic and Engineering Survey is contained in Section 627 of the Vehicle Code and is as follows:

Engineering and Traffic survey, as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the California Department of Transportation (Caltrans) for use by State and local authorities. An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of the following:

- (a) Prevailing speeds as determined by traffic engineering measurements.
- (b) Accident records.
- (c) Highway, traffic and roadside conditions not readily apparent to the driver.

The California Vehicle code has set certain regulations regarding the posting and enforcement of speed zones. These regulations generally reflect the viewpoint that speed zoning should be based on traffic conditions and natural driver behavior and not because of an arbitrary response to a traffic event or occurrence. Therefore, it is important to have a general understanding of the "Basic Speed Law", "Prima Facie Speed Limits" and "Intermediate Speed Zones".

Basic Speed Law (CVC 22350)

All fifty states base their speed regulations on the Basic Speed Law. In California, CVC 22350 defines the basic speed law as:

"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."

This law recognizes that driving conditions vary widely from time-to-time and place-to-place and, therefore, no set of fixed driving rules will adequately serve all conditions. The motorist will constantly adjust their driving behavior to fit the conditions encountered, and must learn to do this with a minimum of assistance from the police. The Basic Speed Law is founded on the belief that a majority of motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

Prima Facie Speed Limits (CVC 22352)

All other speed limits are prima facie limits which, "on the face of it", are reasonable and prudent under normal conditions. Certain prima facie limits are automatically established by law (CVC 22352), including a 15 mph limit in alleys, blind intersections, blind railroad crossing, and the 25 mph limit in business and residence districts. There is also a part time 25 mph limit in school zones when children are present in route to or from school.

Business and residence districts are defined in the Vehicle Code as specific areas meeting a specified minimum density of roadside development. CVC Sections 235 and 515 define these regulations. A count of houses or active businesses facing on a highway must be made to determine whether or not a valid business or residence district exists. The law does not require posting these prima facie limits that are readily apparent.

Residence District (CVC 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.

Business District (CVC 235)

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

Establishment of Speed Zones

The reason that speed limit areas and their required postings are done is to guard reasonable drivers from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. As with other similar laws, the limits identified are based on the consensus of the majority of those who drive the highway as to what speed is reasonable and safe. It is this type of information that is reflected in the analysis section of this report. Namely, posted speed limits are a reflection of that speed which most people deemed to be safe as opposed to a minority of drivers who do not drive in a reasonable manner.

Speed zones are also established to advise drivers of road conditions or hazards that may not be readily apparent to a reasonable driver. For that reason, a field review of related road/traffic variables is conducted which considers the analytical data and accident history of a particular roadway segment to determine a safe and reasonable speed limit.

Data Collection Procedures

Speed evaluation data was collected at 36 different roadway segments on 11 different roadways in the Community of Desert Hot Springs. These areas and the number of segments on each are described as follows:

- 1. Desert View Ave (1)
- 2. Hacienda Ave (6)
- 3. Indian Canyon Dr (2)
- 4. Little Morongo Rd (3)
- 5. Miracle Hill Rd (1)
- 6. Mission Lakes B1 (2)

- 7. Mountain View Rd (1)
- 8. Palm Dr (8)
- 9. Pierson Bl (7)
- 10. Two Bunch Palms Trail (3)
- 11. West Dr (2)

As described in various traffic engineering documents - including information provided by the State of California, the individual locations on which radar data collection procedures were used involved considerations for the following:

- a. Stop sign or traffic signal locations;
- b. Visibility issues;
- c. Traffic flow at intersections, cross-traffic, major driveways, crosswalks, railroad crossings and unusual turning movements;

d. The influence of other traffic factors on the speed of cars: such as on street parking, roadway features, adjacent land uses, and lighting.

Speed Zoning Methodology

The California Manual on Uniform Traffic Control Devices (CA. MUTCD) specifies a "short method of determining speed limits on City and County through Highways, Arterial and Collector Roads Procedures.

Introduction - This short method of speed zoning is based on the premise that the reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorist's speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include, but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, super-elevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, pedestrian traffic in the roadway without sidewalks.

Speed Zone Survey

- Only one person is required for the fieldwork. Speeds can be read directly from a radar speed meter.
- A section of road should be selected with representative operating speeds. If speeds vary on a given road, additional surveys should be conducted. In this case, it may be necessary to establish additional speed zones with different speed limits. The section selected should be straight and should have no traffic signal, stop sign or intersection with a major cross street.
- Speed measurements should be taken during off-peak hours on weekdays. The weather should be fair with no unusual conditions prevailing. It is important that the surveyor and his equipment be so inconspicuous as not to affect traffic speeds. For this reason, an unmarked car is recommended, with the radar speed meter located as inconspicuously as possible. It should be placed so as to be able to survey traffic in both directions, and should not make an angle greater than 15 degrees with the roadway centerline.
- The survey should have a minimum sample of 100 automobiles in each survey. This may result in excessive survey periods for low-volume roads. Under these conditions, the survey should be conducted for a minimum of two hours, but in no case should the sample for any survey contain less than 50 automobiles.
- The California MUTCD states that speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of the traffic is moving. This speed can be selected directly from the data sheet. However, roadway conditions not readily apparent to the motorist or other roadway conditions that may impact sight distance may result in a further reduction of 5 mph in the recommended speed limit.
- As a check on the validity of the proposed speed limit, an analysis should be made of the twoyear accident record for the section of roadway under consideration. If this record shows an abnormally high percentage of accidents normally associated with excessive speeds, the

proposed speed limit should be further reduced. This is a judgment situation, and will not usually be a factor,

- Short speed zones of less than half a mile should be avoided, except in transition areas.
- Speed zone changes should be coordinated with changes in roadway conditions or roadway development.
- Speed zoning in 5 mile per hour increments should be avoided if possible. A 10-mile per hour increment is preferable.
- Speed zoning should be coordinated between adjacent jurisdictions.

Local Street Exemptions (CVC 40802)

Many streets are designated as "Local" streets per CVC 40802. These streets are exempt from the radar study. Therefore, the speed limit for these streets does not require an Engineering and Traffic Survey. The code is as follows:

"For the purpose of this section, local streets and roads shall be defined by the latest California Road System Maps as approved by the Federal Highway Administration. When these streets do not appear on the California Road System Maps, the following definition shall be used: A local street or road primarily provides access to abutting residential property and shall meet the following three conditions:

- 1. Roadway width of not more than 40 feet.
- 2. Not more than one half mile of uninterrupted length.
- 3. Not more than one traffic lane in each direction.

Other Considerations

Every street should be inspected for unusual traffic, roadway and roadside conditions not readily apparent to a motorist. A check should be made of the adequacy of traffic control devices, roadway alignment, width surface conditions, accident history and any unique traffic hazards that may exist. Any of these conditions may warrant the selection of a speed lower than the 85th percentile speed for speed zoning.

Radar Collection Time Frames

The hours of radar operation were restricted to off-peak periods for heavily traveled streets and to uncongested peak periods on lightly traveled streets. All surveys were conducted in fair weather.

The radar unit was mounted at the top of the front dash of an unmarked vehicle with the meterreading unit sustained inside the vehicle. The radar unit's calibration was checked periodically using a tuning fork. The radar operator and assistant recorded the speed meter readings for each location on Radar Speed Survey Field Sheets included in the appendix of this report. A representative sampling of at least 50 vehicles were surveyed in each direction or a cumulative sample of 100 vehicles for both directions where possible. On low volume roads, where a total sample of 100 vehicles would result in an excessive time period, sampling was continued until a representative bell-shaped frequency distribution was attained.

Analysis Factors

Several factors were used as input to our recommendations for speed limits. These include the 85th Percentile, the 10 MPH Pace and others. These are described in detail below.

1. The **CRITICAL SPEED**, or the 85th percentile is defined as that speed at or below which 85 percent of the traffic is moving. From experience, traffic engineers have found that this is one of the most reliable factors in determining appropriate speed limits.

Hence, the accepted practice, and one that has been used in this case is to set the speed limit at or near the critical speed. This recognizes that other factors could be present where the above may not be appropriate. When this procedure is used, it not only conforms to that required by the State but it also provides a strong base for law enforcement personnel to properly enforce speed limits.

- 2. The 10 MPH PACE is that continuous 10 mph incremental range of speeds in which the largest number of recorded vehicles is contained. It is a measure of the dispersion of speeds within the sample surveyed. For this element, the accepted practice to the greatest extent possible is to try and keep the recommended speed limit within the 10 mph pace after considering the critical speed and any factors requiring a speed lower than the critical speed.
- 3. The MEDIAN (MIDDLE) SPEED, or 50th percentile speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50% of the vehicles travel faster, and 50% travel slower than the median speeds. This value is another measure of the central tendency of the vehicle speed distribution.
- 4. The **15th PERCENTILE SPEED** is that speed at or below which 15% of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the accident potential.
- 5. **MODAL SPEED**: The modal speed is the speed, which occurs most frequently in the distribution (the most). It serves as another useful measure in verifying the correct recommendation for speed limits.
- 6. **STANDARD DEVIATION**: This is a mathematical element, which relates to measures of dispersion of data. It is used to assist in describing the center of speed distribution information around the arithmetic mean or the time mean speed. It also is used in the

overall review of recommended speed limits and serves to verify the level of confidence of data used in making recommendations.

7. The **MEAN** (**AVERAGE**) is the sum of the speeds of the samples divided by the number of samples.

The numerical values of the above factors are derived from the speed distribution curves calculated for each survey location. These distribution curves represent a method of graphic analysis that compares the cumulative percentage of vehicles to the speed at which the vehicles are traveling.

Field Review

In addition to the availability of the above statistical data, a significant aspect of speed limit recommendations is based on the field review. Its importance is that existing conditions may warrant a lower speed than is actually indicated by the application of survey data. Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below:

- 1. Segment length, width and alignment
- 2. Level of pedestrian activity
- 3. Traffic flow characteristics
- 4. Vertical and/or horizontal curves.
- 5. Driver sight distance constraints.
- 6. Adjacent residential/commercial/industrial etc. zoning.
- 7. Number of lanes and other channelization/striping factors
- 8. Frequency of intersections, driveways and on street parking:
- 9. Location of stop signs, traffic signals, and other regulatory traffic control devices;
- 10. Roadway conditions, bumps and dips;
- 11. Obstructions to pedestrian visibility:
- 12. Land use and proximity of schools;
- 13. Uniformity with existing speed zones to/with adjacent jurisdictions;
- 14. Any other unusual conditions not readily apparent to the driver.

The results of the field review of related road/traffic variables are summarized on the Engineering and Traffic Survey forms found in the Appendix of this report.

Accident History

The Engineering and Traffic Survey forms summarize the available two-year accident information for the subject streets. The accident information includes the total number of accidents within each street segment and of those accidents, the number that are speed-related. This information was obtained from the California Statewide Integrated Traffic Records System (SWITRS) for the City of Desert Hot Springs. The annual accident rate figures represent the number of speed-related accidents divided by years of accident records. The evaluation of accidents is useful as a check on the accuracy of recommended or existing speed limits. Should this review show a high percentage of accidents associated with excessive speeds, consideration

based on professional traffic engineering judgment should be directed toward reducing the posted or recommended speed limit.

Results and Recommendations

The following Summaries: No Speed Limit Changes, New Speed Limit Postings, Speed Limit Increases, Speed Limit Reductions, Conflicting Speed Limit Signs, and the Summary of Recommendations presents the results of the radar survey for the selected 38 locations. As shown, the Summary of Recommendations chart presents the necessary analysis elements that in addition to the field review of a registered traffic engineer led to the recommendations indicated.

Locations of "No Speed Limit Changes"

The Summary indicates that 31 of the 36 segments studied are recommended for no speed limit changes. The reason centers mostly on the fact that the newly measured values of the 85th percentile and the 10 MPH pace are still within the parameters of the existing speed limits. Additional factors such as the presence of horizontal or vertical curves reducing sight distance form the basis in some instances of our recommendation. Therefore, the current postings should remain as is. At eleven of these locations, only one direction of travel is posted and is listed for no change in the speed limit. Hence, the other direction should be posted for consistency. These segments noted as "install", as well as the segments recommended for "No Change" are listed below:

Desert	View .	Avenue

Miracle Hill Rd to Mountain View Rd	Remain posted at 35 mph
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Hacienda Avenue

Octillo Rd to Verbena Dr	Remain posted at 40 mph
Verbena Dr to Miracle Hill Rd	Remain posted at 40 mph
Miracle Hill Rd to Mountain View Rd	Remain posted at 40 mph
Mountain View Rd to East City Limit	Remain posted at 40 mph

Indian Canvon Drive

North City Limits to Mission Lakes Bl	 Install northbound 55 mph
Mission Lakes Bl to Pierson Bl	Install southbound 55 mph

Little Morongo Road

Pierson Bl to Two Bunch Palms Trail	Remain posted at 55 mph
Two Bunch Palms Trail to South City Limits	Remain posted at 55 mph

Mission Lakes Boulevard

Indian Canyon Dr to Little Morongo Rd	Remain posted at 50 mph
Little Morongo Rd to West Dr	Remain posted at 45 mph

Mountain View Road

Hacienda Ave to South City Limit	Remain posted at 35 mph	
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Palm Drive

Mission Lakes Bl to 8 th St	Remain posted at 35 mph
8 th St to Pierson Bl	Remain posted at 35 mph
Pierson Bl to Hacienda Ave	Remain posted at 35 mph
Hacienda Ave to Two Bunch Palms Trail	Remain posted at 35 mph
Two Bunch Palms Trail to Camino Campanero	Remain posted at 40 mph
Camino Campanero to Camino Aventura	Remain posted at 45 mph
Camino Aventura to Dillon Rd (SB only)	Remain posted at 55 mph
Dillon Rd to South City Limit	Remain posted at 60 mph

Pierson Boulevard

Hwy 62 to Skyborne Dr	Install westbound 55 mph
Skyborne Dr to Indian Canyon Dr	Install eastbound 55 mph
Indian Canyon Dr to Little Morongo Rd	Remain posted at 50 mph
Little Morongo Rd to Atlantic/Golden Eagle	Remain posted at 50 mph
Atlantic/Golden Eagle to West Dr	Remain posted at 45 mph
West Dr to Palm Dr	Remain posted at 35 mph
Palm Dr to Miracle Hill Rd	Remain posted at 35 mph

Two Bunch Palms Trail

West Dr to Palm Dr	Remain posted at 40 mph
Palm Dr to Miracle Hill Rd	Install westbound at 35 mph

West Drive

Mission Lakes Bl to Pierson Bl	Remain posted at 30 mph
Pierson Bl to Two Bunch Palms Trail	Remain posted at 35 mph

Support Explanations for "No Speed Limit Changes"

The following are support explanations for those segments listed as "No Speed Limit Changes" where the recommended speed limit is more than 5 mph lower than the newly measured 85th percentile speed and/or the segments that have a speed limit sign posted in one direction only and requiring the installation of an appropriate speed sign in the other direction. The various reasons for the recommendations are provided below.

Indian Canyon Drive

North City Limit to Mission Lakes Boulevard

The recommended 55 mph speed limit is within 3.8 mph of the 85th percentile speed and meets CVC standards. For enforcement, a similar speed sign should be installed northbound north of Mission Lakes Boulevard.

Mission Lakes Boulevard to Pierson Boulevard

The recommended 55 mph speed limit is within 4.1 mph of the 85th percentile speed and meets CVC standards. For enforcement, a 55 mph speed sign should be installed for the southbound direction.

Pierson Boulevard

Highway 62 to Skyborne Drive

The recommended 55 mph speed limit is within 1.9 mph of the 85th percentile speed and meets CVC standards. For enforcement, it is recommended that a 55 mph speed sign be posted for the westbound direction west of Skyborne Drive.

Skyborne Drive to Indian Canyon Drive

This section of Pierson Boulevard is a two lane roadway with slight up-down grades. A 55 mph speed sign is posted westbound only. The recommended 55 mph speed limit is within 0.2 miles of 85th percentile speed and meets CVC standards. Also for enforcement, a 55 mph speed sign should be installed eastbound east Skyborne Drive.

Two Bunch Palms Trail

Palm Drive to Miracle Hill Road

This section of Two Bunch Palms Trail is a two lane roadway. The adjacent land uses are residential, a middle school, a resort spa and commercial. The roadway has slight up-down grades with a dip at Mark Drive and a sweeping "S" curve east of Verbena Drive. With the speed data showing an 85th percentile speed of 39.7 mph, it is recommended that the existing 35 mph speed limit remain. For enforcement, a 35 mph speed sign should be posted for the westbound direction west of Miracle Hill Road.

West Drive

Mission Lakes Boulevard to Pierson Boulevard

This portion of West Drive is a two lane roadway. The current speed limit is 30 mph with a 25 mph speed when children present in the school zone. Field observations include many crosswalks near elementary school, heavy school age pedestrian and bicycle traffic, heavy cross streets, no parking anytime, painted bike lanes, slight to gradual up and downhill grades, areas of limited sight distance at grades, and a steep dip at 8th Street. Although the speed data may suggest a higher speed but with the characteristics of area and areas of limited sight distance due to the roadway grades and dips, it is recommended that the existing 30 mph speed limit be maintained.

Locations of "Conflicting Speed Postings"

At one location of the thirty-eight segments studied has conflicting speed limit signs posted within the segment boundaries. This roadway segment has one direction or a portion of the survey segment recommended for "No Change" of the existing speed limit and is recommended for removal of the conflicting sign and/or replacement of the appropriate speed sign in the other direction. This segment and the reason for the recommendation is listed below:

Two Bunch Palms Trail

Little Morongo Rd to West Dr

Remain posted at 45 mph, and Remove 35 mph postings westbound

Support Explanations for "Conflicting Speed Postings"

Two Bunch Palms Trail

Little Morongo Road to West Drive

This portion of Two Bunch Palms Trail is a two lane roadway. It has a conflicting speed limit signs posted westbound with 35 mph and 45 mph. Adjacent land uses are industrial and business. With the speed survey results showing an 85th percentile speed of 47.9 mph and a 10 mph pace range of 41 to 50 mph, it is recommended that the existing 45 mph be maintained and the 35 mph sign be removed westbound.

Locations of "Residence District"

One roadway segment listed in the 2018 E & T Speed Study falls under the California Vehicle Code 515, "Resident District Speed Limit." Explanations and requirements for Resident District are on Page 2. The CVC states that prima facie roadways are not required to be posted. Therefore, the City may choose to remove existing speed signs or leave them alone. These roadway segments are not required to be included in further speed studies and are listed below:

Miracle Hill Road

Pierson Bl to Hacienda Ave

2013 E & T, Established as Resident District – 25 mph

Support Explanations for "Resident District"

Miracle Hill Road

Pierson Boulevard to Hacienda Avenue

Miracle Hill Road is a two lane residential roadway. Field observations include single family residential with heavy direct driveways, areas of undeveloped land, and the roadway has a slight upgrade northbound. The need to retain the CVC defined lower speed is based on the fact that 17 single-family dwellings with direct driveways exist within a 0.25 mile section between Desert View Avenue and Hacienda Avenue. This segment meets the requirement for the CVC 515 "Resident District". Therefore with these factors, it is recommended that the City establish this segment of Miracle Hill Road a "Resident District". This segment does not require continued speed surveys.

Locations of "New Speed Limit Postings"

One of the 36 roadway segments is currently unposted, with no speed signs posted for either direction of the roadway. Again, the newly measured values of the 85th percentile speeds and the 10 mph pace range were factors used to make these recommendations. It is noted that for each case, the recommendation to post is necessary to enhance the enforcement of the recommended safe speed limit. These segments are shown in the Summary of Recommendations beginning on page 13 and are as follows:

Hacienda Avenue

Palm Dr to Octillo Rd

Install New Posting of 35 mph

Support Explanations for "New Speed Limit Postings"

Hacienda Avenue

Palm Drive to Octillo Road

This section of Hacienda Avenue is a short 0.13 mile segment with two lanes per direction. Currently, there is no speed limit signs posted within the segment. The adjacent land uses are commercial (south-side) and residential (north-side). With the speed survey resulting with an 85th percentile speed of 37.0 mph and a 10 mph pace range of 29 to 38 mph, it is recommended that a 35 mph speed limit be established and posted for this section.

Locations of Speed Limit Reductions

At one location, the Engineering and Traffic survey data indicates a need for a speed limit reduction. This segment and reasons for the recommendation are explained below:

Hacienda Avenue

West Dr to Palm Dr

Reduce from 45 mph to 40 mph

Support Explanations for "Speed Limit Reductions"

Hacienda Avenue

West Drive to Palm Drive

This section of Hacienda Avenue is a two lane roadway with a 45 mph speed limit. The adjacent land use is residential (fronting) and commercial at Palm Drive. Field observations are slight downhill grade eastbound, painted bike lane westbound only and partial dirt shoulders. With the speed survey resulting with an 85th percentile of 42.4 mph, a 10 mph pace range of 32 to 41 mph, it is recommended that the existing 45 mph be reduced to 40 mph.

Locations of "Speed Limit Increases"

With the combination of the speed data's 85th percentile speed and 10mph pace range, our field review and 2 year accident history, one segment is recommended for a speed limit increase and is listed below:

Little Morongo Road

Mission Lakes Bl to Pierson Bl

Increase speed from 45 mph to 50 mph

Support Explanations of "Speed Limit Increases"

Little Morongo Road

Mission Lakes Boulevard to Pierson Boulevard

This section of Little Morongo Road is a two lane rural roadway. Field observations include several up/downhill grades, a narrow roadway with dirt shoulders, residential non-fronting and commercial s/o Mission Lakes. The speed study results revealed an 85th percentile speed of 55.7 mph, and a 10 mph pace range of 46 to 55 mph. With the roadway grades and areas of limited sight distance, it is recommended that the existing 45 mph be increased to 50 mph (falls mid-range of 10 mph pace) rather than 55 mph that the speed data may suggest.

SUMMARY OF RECOMMENDATIONS - E & T STUDY 2018

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 th Percentile Speed	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	JUSTIFICATION / COMMENTS
DESERT VIEW AVENUE							
MIRACLE HILL RD TO							
MOUNTAIN VIEW RD	35	35	38.1	34.4	31-40	82.3	NO CHANGE – 85 TH PERCENTILE
HACIENDA AVENUE							
WEST DR TO							
PALM DR	. 45	40	42.4	36.5	32-41	64.4	REDUCE – 85TH PERCENTILE
PALM DR TO OCTILLO RD	NP	25	07.0	22.5			
OCTILLO RD TO	INP	35	37.0	32.5	29-38	77.1	NEW POSTING – 85TH PERCENTILE
VERBENA DR	40	40	42.7	38.6	35-44	84.8	NO CHANGE – 85 TH PERCENTILE
VERBENA DR TO					00 11	01.0	NO OLINIOE - 00 PENOENTIE
MIRACLE HILL RD	40	40	44.9	40.5	36-45	78.7	NO CHANGE – 85 TH PERCENTILE
MIRACLE HILL RD TO MOUNTAIN VIEW RD	40	40	40.4	05.0	00.44	=0.	
MOUNTAIN VIEW RD TO	40	40	40.1	35.8	32-41	79.1	NO CHANGE – 85 TH PERCENTILE
EAST CITY LIMITS	40 / 25*	40	44.9	39.1	33-42	65.8	NO CHANGE 85 TH PERCENTILE
BIBLAN CANDON DESC							THE STATE OF THE S
INDIAN CANYON DRIVE							
NORTH CITY LIMITS TO MISSION LAKES BL	55 SB	55	58.8	54.9	51-60	67.1	NO OLIANOE DETURBINATION TO THE OUT
MISSION LAKES BL TO	30 32	V	00,0	04.0	31-00	07.1	NO CHANGE – 85 TH PERCENTILE – POST NB
PIERSON BL	55 NB	55	59.1	54.8	51-60	63.9	NO CHANGE – 85TH PERCENTILE – POST SB
LITTLE MORONGO ROAD							
MISSION LAKES BL TO							
PIERSON BL	45	50	55.7	50.9	46-55	75.0	INCREASE – 85TH PERCENTILE / LIMITED SIGHT DISTANCE
PIERSON BL TO	F F						A SIGNAL SIGNAL
TWO BUNCH PALMS TR	55	55	57.3	53.3	49-58	70.9	NO CHANGE – 85 TH PERCENTILE
TWO BUNCH PALMS TR TO SOUTH CITY LIMITS	55	55	57.5	52.7	51-60	62.0	NO CHANGE – 85 TH PERCENTILE
*25 mph When Children Present NB = Northbound SB = Southbound	NP = Not Posted EB = Eastbound WB = Westbound			Çanî î	01.00	<i>UL.</i> U	NO OHANGE - 00" PERCENTILE

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED Speed Limit	85 th Percentile Speed	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	JUSTIFICATION / COMMENTS
MIRACLE HILL ROAD PIERSON BL TO HACIENDA AVE	30	25	33.5	29.2	27-36	77.9	ESTABLISH AS "RESIDENT DISTRICT" CVC 515
MISSION LAKES BOULEVARD							
INDIAN CANYON DR TO LITTLE MORONGO RD	50	50	51.9	48.0	44-53	79.5	NO CHANGE – 85 TH PERCENTILE
LITTLE MORONGO RD TO WEST DR	45	45	49.9	45.0	41-50	79.5	NO CHANGE – 85 TH PERCENTILE
MOUNTAIN VIEW ROAD							
HACIENDA AVE TO SOUTH CITY LIMITS	35	35	38.9	35.3	32-41	85.8	NO CHANGE – 85 TH PERCENTILE
PALM DRIVE							
MISSION LAKES BL TO 8 TH ST	35	35	38.4	35.3	31-40	89.0	NO CHANGE – 85 TH PERCENTILE
8 TH ST TO PIERSON BL	35	35	38.6	35.6	31-40	92.3	NO CHANGE – 85 TH PERCENTILE
PIERSON BL TO HACIENDA AVE	35	35	39.9	20 5	00.44	00 5	
HACIENDA AVE TO			38,8	36.5	32-41	88.5	NO CHANGE – 85 TH PERCENTILE
TWO BUNCH PALMS TR TWO BUNCH PALMS TR TO	35	35	37.9	35.2	32-41	93.6	NO CHANGE 85 TH PERCENTILE
CAMINO CAMPANERO	40	40	42.2	39.2	36-45	91.8	NO CHANGE – 85 TH PERCENTILE
CAMINO CAMPANERO TO CAMINO AVENTURA	45	45	46.3	44.3	40-49	95.5	NO CHANGE – 85 TH PERCENTILE
CAMINO AVENTURA TO DILLON RD (SB only within City)	55	55	56.8	53.0	49-58	76.9	NO CHANGE – 85 TH PERCENTILE
DILLON RD TO SCL (SB only within City s./o 18 th)	60	60	64.7	59.8	55-64	75.6	NO CHANGE – 85 TH PERCENTILE

NOTE: RESIDENT DISTRICT- CVC 515 DOES NOT REQUIRE FUTURE SPEED STUDY

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED Speed Limit	85 th Percentile Speed	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	JUSTIFICATION / COMMENTS
PIERSON BOULEVARD							TOWN TOWN TOWN THE TO
HWY 62 TO SKYBORNE DR	55 EB	55	56.9	51,2	50-59	59.0	NO OLIANOE - OFFILIDED OF UTIL -
SKYBORNE DR TO INDIAN CANYON DR	55 WB	55	55.2	50.1	48-57	76.3	NO CHANGE - 85TH PERCENTILE - POST WB
INDIAN CANYON DR TO LITTLE MORONGO DR	50	50	54.0	47.9	42-51	66.4	NO CHANGE – 85 TH PERCENTILE – POST EB NO CHANGE – 85 TH PERCENTILE
LITTLE MORONGO DR TO ATLANTIC / GOLDEN EAGLE RD	50 / *25	50	51.6	46.5	44-53	74.3	•
ATLANTIC / GOLDEN EAGLE TO WEST DR	45 / *25	45	46.1	41.8	37-46	79.1	NO CHANGE – 85 TH PERCENTILE NO CHANGE – 85 TH PERCENTILE
WEST DR TO PALM DR	35	35	37.1	32.9	29-38	81.8	NO CHANGE – 85 TH PERCENTILE
PALM DR TO MIRACLE HILL RD	35	35	35.9	32.9	28-37	92.7	NO CHANGE – 85TH PERCENTILE
TWO BUNCH PALMS TRAIL							NO GIANOL - 60" PERCENTILE
LIL MORONGO RD TO WEST DR	35 / 45	45	47.9	43.9	41-50	78.1	CONFLICTING SPEEDS RETAIN 45 MPH – 85 TH PERCENTILE, REMOVE 35 WB
WEST DR TO PALM DR	40 / 25*	40	41.0	36.8	32-41	81.4	NO CHANGE – 85 TH PERCENTILE
PALM DR TO MIRACLE HILL RD	35 EB / *25	35	39.7	34.7	31-40	80.0	NO CHANGE – 85 TH PERCENTILE - POST WB
WEST DRIVE							THE TOOL WE
MISSION LAKES BL TO PIERSON BL	30 / 25*	30	35.6	31.5	28-37	87.0	NO CHANCE A MUTTER CARLES TO A
PIERSON BL TO TWO BUNCH PALMS TR	35 / 25*	35	38.3	35.3	32-41	89.1	NO CHANGE - LIMITED SIGHT DISTANCE
				VV.0	UL T1	00.1	NO CHANGE – 85 TH PERCENTILE
*25 mph When Children Present WB = Westbound	NP = Not Posted EB + Eastbound	· · · · · · · · · · · · · · · · · · ·					

NP = Not Posted EB + Eastbound

APPENDIX A

ENGINEERING AND TRAFFIC SURVEY

CITY OF DESERTHOT SPRINGS

HCI

DESERT VIEW AVENUE MIRACLE HILL RD TO MOUNTAIN VIEW RD

DATE: 9/7/2018

1:00 PM - 1:30 PM

SURVEY BY:

C. BUENDIA

TIME:

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE POSTED SPEED LIMIT WEST OF MOUNTAIN VIEW

9/7/2018 38.1 MPH 31 - 40 MPH 82.3 %

35 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24 0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

2.100

1 LANE PER DIRECTION

STOP - MIRACLE HILL / REPOSO

NONE NO / NO

NO

NO PARKING ANYTIME

"SLOW" and "DO NOT PASS" SIGNS POSTED ALONG ROADWAY SUGGEST ADVISORY CURVE AHEAD SIGN AT MOUNTAIN VIEW

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY

MODERATE UP/DOWNHILL GRADES NONE

0.50

LIMITED SIGHT DISTANCE (areas of) GOOD

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY PARTIAL / NO YES

LIGHT

OTHER DIRTSHOULDERS / AREAS OF NO SHOULDERS

SOLID DBL YELLOW CENTERLINE / NARROW ROADWAY

ADJACENT LAND USE

RESIDENTIAL / OPEN

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph is within 3.1 mph of the 85th percentile speed and meets CVC standards.

File: Desert View 2018-01

RADAR SPEED DISTRIBUTION SHEET

CITY OF DESERTHOT SPRINGS

~_				HO1 3P	KING	S FUNITE	D TO I	MOLINE	TAINI \/	ובואי פח
HCI	DESERT'	VIEW AVE	NUE			LE HILL R				IEAA KD
	DATE. 3	1112010			SURVE			JENDIA		
	TIME: 1		1:30 PM	E DEBOENT	CHECK	ED BY:	JEKK	RY STO	CK	
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	R LIMIT 10 M		31 MP	H		RCENTILE		U.		
	ENT OVER P		5.6 %			N SPEED:		_	34.4	MPH
PERCE	ENT IN PACE	<u>:</u>	82.3 %		15th PE	RCENTILE	SPEE	D:	30.5	MPH
PERCE	ENT UNDER	PACE:	12.1 %							

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Radar Speed Survey Field Sheet

AGENCY: CITY OF DESERT HOT SPRINGS
STREET: DESERT VIEW AVENUE
LOCATION MIRACLE HILL RD TO MOUNTAIN VIEW RD

| Diffection | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta | Carta |

CUMULATIVE (BOTH DIRECTIONS).

CUMULATIVE . TOTAL 7 START TIME: 1/00 PM 1,30 PM 81-2-6 TOTAL END TIME PACE SPEED: NUMBER OF VEHICLES WEST BOUNT CRITICAL SPEED:__ OBSERVER, CATHY BUENDIA ROAD CONDITION: DRY AVERAGE SPEED:____ DIRECTION

ENGINEERING AND TRAFFIC SURVEY

CITY OF DESERTHOT SPRINGS

T	T	1
П	/ (ı

HACIENDA AVENUE

WEST DR TO PALM DR

DATE:

8/30/2018

SURVEY BY:

C. BUENDIA

TIME:

9:00 AM -

9:45 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

EAST OF CYUAMACA 8/30/2018

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

42.4 MPH 32 - 41 MPH

PERCENT IN PACE

64.4 %

POSTED SPEED LIMIT

45 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

24 2

TOTAL ACCIDENTS

6

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES

1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
1.19 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

4,600

LANE CONFIGURATION

1 LANE PER DIRECTION SIGNAL - PALM / STOP - WEST

TRAFFIC CONTROLS CROSSWALKS

AT PALM / WEST

PEDESTRIAN/BICYCLES

FEW / YES

TRUCK TRAFFIC ON-STREET PARKING

NO YES

OTHER

DESIGNATED BIKE LANE (WB only)

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

0.50

VERTICAL CURVE

SLIGHT DOWNHILL GRADE EB

HORIZONTAL CURVE LATERAL VISIBILITY

NONE GOOD FAIR

ROAD CONDITIONS

GOOD

SIDEWALKS/DRIVEWAYS

YES / YES (WB) - NO / NO (EB Curb only-no sidewalk)

STREET LIGHTING DRIVEWAY DENSITY YES MEDIUM

OTHER

SOLID DBL YELLOW CENTERLINE PARTIAL DIRT SHOULDERS EB

ADJACENT LAND USE

RESIDENTIAL (F) / COMMERCIAL AT PALM

RECOMMENDED SPEED LIMIT

40 MPH

SPEED LIMIT CHANGE

REDUCE

JUSTIFICATION:

This section of Hacienda Avenue is a two lane roadway with a 45 mph speed limit. The adjacent land use is residential (fronting) and commercial at Palm Drive. Field observations are slight downhill grade eastbound, painted bike lane westbound only and partial dirt shoulders. With the speed survey resulting with an 85th percentile of 42.4 mph, a 10 mph pace range of 32 to 41 mph, it is recommended that the existing 45 mph be reduced to 40 mph.

File: Hacienda 2018-02

RADAR SPEED DISTRIBUTION SHEET

CITY OF DESERTHOT SPRINGS

TTA		OF DES	EKINU	1 3 P			DALA.	DD.		
HC	HACIENL	DA AVENUE			WEST					
	DATE. O.	/30/2018			SURVEY			BUENDI		
	TIME: 9	9:00 AM - 9:		OCENIT.	CHECKE	D BA:	JE	RRY STO	JCK	
SPEED	20		MMULATIVE PER	KCENI 0	80		100			
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43						х	`	87.1%		
42				ļ	Ĺ	X		83.3%	10405	85PCT
41					- x	<u> </u>		73.5%	PACE	
40 39				1 x	^			66.7%	PACE	
38 37				x				60.6%	}PACE	
37			X		ŀ			54.5%	PACE	MEAN
36 35			X	+					PACE	
34		x		1				33.3%	}PACE	
33 32		X						25.0%	PACE	
32 31	×	×						15.9%	FACE	
30	Х							12.1%		15PCT
29	X							7.6% 4.5%		
28 27	X				İ			3.0%		
26	X							1.5%		
25	X							1.5%		
24 23	X				j			0.0% 0.0%		
22	x							0.0%		
21	X							0.0%		
20 19	X			1	1			0.0% 0.0%		
18	x				ļ			0.0%		
17	x		İ		1			0.0%		
16				1				0.0% 0.0%		
15	X		1		L			0.0%		
UPP	ER LIMIT 10 M	PH PACE:	41 MPH							
	VER LIMIT 10 M		32 MPH		85th PER	RCENTI	LE SPE	ED:	42.4	MPH
	CENT OVER P		19.7 %		MEDIAN				36.5	MPH
	CENT IN PACE		64.4 %		15th PER			ED:	30.8	MPH
	CENT UNDER		15.9 %							

HARTZOG AND CRABLL INC.
conclus train topina.
17592 bein 88-45, 58-61 121 Toute CA 92680
(714) 231-8152

Radar Speed Survey Field Sheet

agency: CITY OF DESERT HOT SPRINGS street: HAGIENIX AVENUE. LOCATION: WEST DR. TO PALM DR | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Differt | Diff

мехтнея. 7unn V НФТ втант тиме. 91.00 дм (дм озвезичея). САТНУ ВЫЕNDIA END тиме. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIA END тиме. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIA END тиме. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIA END тиме. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНУ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНОАТЬ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНОАТЬ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНОАТЬ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНОАТЬ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНОАТЬ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНОАТЬ ВЫЕNDIAN END TIME. 91.46 дм (дм озвезичея). САТНОАТЬ ВЫЕNDIAN END TIME. 91.46 дм озвезичения. 91.46 дм (дм озвезичения). Озвезичения. 91.46 дм озвезичения. 91.46 дм (дм озвезичения). 91.46 дм (дм озвезичения). 91.46 дм (дм озвезичения). 91.46 дм (дм озвезичения). 91.46 дм озвезичения. 91.46 дм (дм озвезичения). 91.46 дм озвезичения. 91.46 дм озвезичени

CUMULATIVE (BOTH DIRECTIONS)_

ENGINEERING AND TRAFFIC SURVEY

CITY OF DESERTHOT SPRINGS

HCI

HACIENDA AVENUE PALM DR TO OCOTILLO RD

DATE: 8/30/2018

TIME: 10:30 AM - 11:10 AM SURVEY BY:

C. BUENDIA

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE POSTED SPEED LIMIT EAST OF PALM DR

8/30/2018 37.0 MPH 29 - 38 MPH 77.1 %

NOT POSTED

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS **TOTAL ACCIDENTS**

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) ANNUAL ACCIDENT RATE 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY) ACC./MILLION VEH. MILES

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

24

0 3

2 LANES PER DIRECTION (Drop lane both directions)

SIGNAL - PALM

AT PALM / OCTILLO (sch)

FEW / FEW

NO

NO PARKING AT ANYTIME

BUS STOPS

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES) 0.13 **VERTICAL CURVE** NONE HORIZONTAL CURVE NONE LATERAL VISIBILITY GOOD GOOD ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS NO/FEW (WB) - YES/FEW (EB)

STREET LIGHTING YES **DRIVEWAY DENSITY** LIGHT

RAISED MEDIAN ISLAND (at Palm) OTHER

SHORT SEGMENT, SURVEYED ON GREEN LIGHT

ADJACENT LAND USE COMMERCIAL / RESIDENTIAL

RECOMMENDED SPEED LIMIT 35 MPH

SPEED LIMIT CHANGE **POST**

JUSTIFICATION:

This section of Hacienda Avenue is a short 0.13 mile segment with two lanes per direction. Currently, there is no speed limit signs posted within the segment. The adjacent land uses are commercial (south-side) and residential (north-side). With the speed survey resulting with an 85th percentile speed of 37.0 mph and a 10 mph pace range of 29 to 38 mph, it is recommended that a 35 mph speed limit be established and posted for this section.

File: Hacienda 2018-03 3A

RADAR SPEED DISTRIBUTION SHEET

CITY OF DESERTHOT SPRINGS

HC	HACIE	ND/	A AVENU	JE			PALM I	DR TO	COTI	LLO RD		
	DATE:						SURVE	Y BY:	C.	BUENDI	Α	
	TIME:		:30 AM	- 11:	10 AM		CHECK	ED BY:	JE	RRY STO	OCK	
ODEED.		20			MULATIVE PERO 60		80		100			
SPEED 60		<u>20</u>		40	- 60		- 80		X	100.0% 100.0%		
59		- 1							X	100.0%		
58 57		ļ				į				100.0% 100.0%		
56									X	100.0%		
55		一							×	100.0%		
54										100.0% 100.0%		
53 52									x			
51									×	100.0%		
50									X			
49									X	100.0% 100.0%		
48 47		- 1							х	100.0%		
46									X	100.0%		
45										100.0% 100.0%		
44 43									X			
42		- 1							Х	100.0%		
41			· · · · · · · · · · · · · · · · · · ·						X	100.0% 98.6%		
40									Х	95.7%		
39 38		İ							x	92.1%	}PACE	
37		1				1		х		85.0%	}PACE -	85PCT
36						 	X X			80.0% 75.7%	}PACE }PACE	
35 34						×	^			62.9%	PACE	
33					x	"				52.9%	}PACE	
33 32		- 1			X					47.1%	}PACE ··	MEAN
31		-	х	X		 				29.3%	PACE	
29		X	Λ.							19.3%	}PACE	
28 27	×									15.0%	-	15PCT
27	X									10.0% 5.7%		
26 25	X	\dashv				 				4.3%		
24										2.1%		
23	X				İ					2.1% 0.7%		
22 21	X	- 1								0.7%		
20	X					 				0.7%		
19	x					ł				0.0%		
18	X					1				0.0% 0.0%		
17 16	X Y	ļ								0.0%		
15						<u> </u>				0.0%		
					00 1001							
	ER LIMIT 10				38 MPH		054 55		u = ^==		07.0	i (Pali
	VER LIMIT 10				29 MPH			RCENT		ED:	37.0	MPH
	CENT OVER				7.9 %			N SPEEL			32.5	MPH
1	CENT IN PA				7.1 %		15th PE	RCENT	ILE SPE	ED:	28.0	MPH
PER	CENT UNDE	R F	PACE:	1	5.0 %							

HARTZOG AND CRABLL INC.
COMMINS Traffe Explant
17522 Febr. Biol., Soll 127 Fulls CA. 92689
(21) 234-915.

DATE: 8-30-18

Radar Speed Survey Field Sheet

WEATHER: DUNNY - HOT

OCTILLO AGENCY. CITY OF DESERT HOT AVENUE 9 STREET: HACLENDA LOCATION: PALM DR

TOTAL NUMBER OF VEHICLES CRITICAL SPEED:___ AVERAGE SPEED:

CUMULATIVE MPH TOTAL END TIME: 11:10 AND VUL START TIME: 10,30 AM TOTAL PACE SPEED: NEST POUNT NUMBER OF VEHICLES 10 OBSERVER, CATHY BUENDIA CRITICAL SPEED:___ ROAD CONDITION: DRY AVERAGE SPEED:

PACE SPEED.

CUMULATIVE (BOTH DIRECTIONS)

ENGINEERING AND TRAFFIC SURVEY

CITY OF DESERTHOT SPRINGS

T	T	77
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HACIENDA AVENUE

OCTILLO RD TO VERBENA DR

DATE:

8/30/2018

SURVEY BY:

C. BUENDIA

TIME:

9:50 AM - 10:30 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

8/30/2018

WEST OF VERBENA

DATE OF SURVEY 85th PERCENTILE

42.7 MPH

10 MPH PACE PERCENT IN PACE 35 - 44 MPH 84.8 %

POSTED SPEED LIMIT

40 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

24

SPEED-RELATED ACCIDENTS

0

TOTAL ACCIDENTS

2

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

7.200

LANE CONFIGURATION

1 LANE PER DIRECTION STOP - MESQUITE

TRAFFIC CONTROLS

AT OCTILLO (sch) / MESQUITE / VERBENA (sch)

PEDESTRIAN/BICYCLES

YES / YES NO

TRUCK TRAFFIC

CROSSWALKS

YES

ON-STREET PARKING OTHER

NOT RESTRICTED, NONE OBSERVED

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

0.37

VERTICAL CURVE

NONE

HORIZONTAL CURVE

NONE

LATERAL VISIBILITY

GOOD

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS GOOD NO / YES (WB) - YES / YES (EB)

STREET LIGHTING

YES

DRIVEWAY DENSITY

LIGHT

OTHER

2 WAY LEFT TURN CENTERLANE

BUS STOPS

ADJACENT LAND USE

RESIDENTIAL / OPEN

RECOMMENDED SPEED LIMIT

40 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 40 mph speed is within 2.7 mph of the 85th percentile speed and meets CVC standards.

File: Hacienda 2018-04 (3b)

RADAR SPEED DISTRIBUTION SHEET

CITY OF DESERTHOT SPRINGS

HCI	HACIEN	DA AVENI	JE			OCTILI	LO RD T	O VEF	RBENA I	DR	
HUI	DATE: 8	3/30/2018				SURVE			BUENDI		
			- 10:3	30 AM		CHECK	ED BY:	JE	RRY STO	OCK	
				MULATIVE PI				100			
SPEED 60	2	0	40		60	80		100 X	100.0%		
59			1	•				X	100.0%		
58		1	1					Х			
57								X	100.0%		
56 55		-			_			$\frac{\hat{x}}{\hat{x}}$	100.0%		
54			1		1			Х			
53			1					×	100.0% 100.0%		
52 51					ļ			x	100.0%		
50								Х	100.0%		
49	_		l					X			
48 47			j		-			x	98.6%		
46		1						Х	97.8%		
45			I					X	94.2%	IDACE	
44 43							x	Х		}PACE }PACE	
42			- 1			х			78.3%	}PACE -	85PCT
41						Х				PACE	
40 39	•		- 1	х	Х					}PACE }PACE	
38			- 1	x					44.2%	PACE	MEAN
37		×							29.0%	}PACE	
36	X	×								}PACE -	15PCT
35 34	x ^		- 1					:	7.2%	,, , , , ,	10. 0.
33	X		- 1		1				6.5%		
	×		- 1						4.3% 3.6%		
31 X 30 X		+					l		1.4%		
29 X									0.7%		
28 X			1						0.7% 0.0%		
27 X 26 X			1						0.0%		
25 X		1							0.0%		
24 X									0.0% 0.0%		
23 X 22 X			- 1						0.0%		
21 X		1							0.0%		
20 X									0.0%		
19 X 18 X		1	- 1						0.0%	•	
17 x			- 1						0.0%		
16 X		1	- 1		İ				0.0%		
15 X			1				L		0.0%		
LIPPER	LIMIT 10 M	IPH PACE	4	44 MPH							
	R LIMIT 10 N			35 MPH		85th PE	RCENTI	LE SPE	ED:	42.7	MPH
	NT OVER F			3.0 %			N SPEED			38.6	MPH
	NT IN PAC			1.8 %			RCENTI		ED:	35.1	MPH
	NT UNDER			7.2 %							
1 1101	ITI UITULIY		,	/0							

HARTZOG AND GRABILL INC. Consults 3 Trains Engineers 17522 tries Blud, Suite 122 Fusio CA, 92689 (714) 751-9655 4 8 8 4 8 8 4 8 CUMULATIVE TOTAL END TIME: 10:30 AM VUL START TIME: 9:50 AM 8--30-18 TOTAL စ္ပ PACE SPEED: Radar Speed Survey Field Sheet NUMBER OF VEHICLES NEZZI POJNI OBSERVER CATHY BUENDIA CRITICAL SPEED:__ WEATHER! SUNNY/HOT ROAD CONDITION! DRY AVERAGE SPEED:____ DIRECTION TOTAL PACE SPEED: AGENON CITY OF DESERT HOT SPRINGS LOCATION: PALM DR. TO VERBENA DR NUMBER OF VEHICLES AVENUE CRITICAL SPEED:___ CUMULATIVE (BOTH DIRECTIONS) _ STREET: HALLENDA AVERAGE SPEED: DIRECTION

(A) 3B

ENGINEERING AND TRAFFIC SURVEY

CITY OF DESERTHOT SPRINGS

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HACIENDA AVENUE

VERBENA DR TO MIRACLE HILL RD

DATE:

8/30/2018

SURVEY BY:

C. BUENDIA

TIME:

11:15 AM - 11:45 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

WEST OF MIRACLE HILL

8/30/2018 44.9 MPH 36 - 45 MPH

78.7 % 40 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24 0

4 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION TRAFFIC CONTROLS **CROSSWALKS**

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

7,200

1 LANE PER DIRECTION

NONE NONE NO / YES NO

AREAS OF NO PARKING ANYTIME SOLID DBL YELLOW CENTERLINE

BUS STOPS

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING **DRIVEWAY DENSITY**

OTHER

0.50

SLIGHT-GRADUAL UP/DOWNHILL GRADES

NONE GOOD GOOD

PARTIAL / FEW

YES LIGHT

AREAS OF NARROW / WIDE ROADWAY

ADJACENT LAND USE

RESIDENTIAL (rural) / MOTEL (out of business) / OPEN

RECOMMENDED SPEED LIMIT

40 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 40 mph speed limit is within 4.9 mph of the 85th percentile speed and meets CVC standards.

File: Hacienda 2018-05

RADAR SPEED DISTRIBUTION SHEET

CITY OF DESERTHOT SPRINGS

HCI	HACIEND	A AVENUE			VERB	ENA DR	TO MI	RACLE	HILL R	D
	DATE: 8	/30/2018			SURVE	Y BY:	C.	BUENDI	Α	
	TIME: 1	1:15 AM - 11			CHECK	KED BY:	JE	RRY STO	OCK	
SPEED	20		MULATIVE PERO 60	ENT	80	1	100			
60 G		1	1	Γ	00	<u> </u>	700 X	100.0%		
59							X	100.0%		
58							×			
57							X			
56 55					 		<u>_</u>	100.0% 100.0%		
54 54							x	100.0%		
53							X	100.0%		
52		1					X			
51		ļ	.				<u>X</u>			
50 49							x^	100.0% 97.8%		
48		1					x	96.3%		
47							х	94.1%		
46							<u> </u>	90.4%		
45 44						×			PACE	85PCT
43					х	 ^	İ	75.7%		oorci
42		1		x	^			66.2%		
41		<u> </u>	X					53.7%	PACE	
40			х			İ	ı			MEAN
39 38		x ×				l		35.3% 25.0%		
37		x ^				1		20.6%		
36	X									15PCT
35	X							6.6%		
34 33 x	X							5.9% 3.7%		
32 ×								2.2%		
31 X]		1.5%		
30 X								1.5%		
29 X								0.7%		
28 X 27 X								0.0% 0.0%		
26 x								0.0%		
25 X								0.0%		
24 X								0.0%		
23 X 22 X							i	0.0% 0.0%		
21 x							1	0.0%		
20 X								0.0%		
19 X							1	0.0%		
18 X 17 X								0.0%		
16 X								0.0% 0.0%		
15 X								0.0%		
UPPER	LIMIT 10 MF	PH PACE:	45 MPH							
LOWER	LIMIT 10 MI	PH PACE:	36 MPH		85th PE	RCENTIL	E SPE	ED:	44.9	MPH
PERCE	NT OVER PA	ACE: 14	4.7 %		MEDIA	N SPEED	:		40.5	MPH
PERCE	NT IN PACE:	. 78	3.7 %			RCENTIL		ED:	36.2	MPH
	NT UNDER F		6.6 %			1				
		'	/-							

HARTZOG AND CRABILL INC. Compley hatte toporer 17692 from 844, Self 122 fulls of 92689 (711) 231-945.

START TIME: 11,15 AM

DATE: 8-30-18

Radar Speed Survey Field Sheet

WEATHER: SUNNY - KUT ROAD CONDITION: DRY

AGENCY. CITY OF DESERT HOT SPRINGS STREET. HACIENDA AVENUE LOCATION. VERBENA DR TO MIRACLE HILL RD

10

CUMULATIVE (BOTH DIRECTIONS).

FNGINEERING AND TRAFFIC SURVEY

WEST OF MOUNTAIN VIEW

CITY OF DESERTHOT SPRINGS

TI		7	7
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HACIENDA AVENUE

MIRACLE HILL RD TO MOUNTAIN VIEW RD

DATE: TIME: 8/30/2018

11:50 AM - 12:20 PM

SURVEY BY:

C. BUENDIA

CHECKED BY:

: JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

10 MPH PACE
PERCENT IN PACE
POSTED SPEED LIMIT

8/30/2018 40.1 MPH 32 - 41 MPH

79.1 % 40 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES

24

0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

9,400

1 LANE PER DIRECTION

SIGNAL - MOUNTAIN VIEW / STOP-CUANDO

AT MOUNTAIN VIEW

NO / FEW

NO

NO PARKING AT ANYTIME

SOLID DBL YELLOW CENTERLINE

BUS STOPS

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

0.50

SLIGHT-GRADUAL UP/DOWNHILL GRADES

NONE GOOD FAIR

NO / YES (WB) - PARTIAL / YES (EB)

YES LIGHT

AREAS OF NO SHOULDERS

ADJACENT LAND USE

RESIDENTIAL / BUSINESS (sparse)

RECOMMENDED SPEED LIMIT

40 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 40 mph speed is within 0.1 mph above the 85th percentile speed and meets CVC standards.

File: Hacienda 2018-06

RADAR SPEED DISTRIBUTION SHEET

CITY OF DESERTHOT SPRINGS

IICI	CT HACIENDA AVENUE						MIRACLE HILL RD TO MOUNTAIN VIEW RD					
HCI	DATE: 8/30/2018								BUENDIA			
	TIME:	11:50 AM	- 12:2	0 PM			ŒD BY:	JE	RRY ST	OCK		
			CUMN	IULATIVE PE					1			
SPEED		20	40		60	80		100 X				
60 59								x				
58								×				
57		1						X	100.0% 100.0%			
56 55								\hat{x}				
54								X	100.0%			
53 52			- 1					Х				
52 51			1					X	100.0% 100.0%			
50					+			<u>x</u>	100.0%			
49								X				
48		1						X X				
47 46		1	1		İ		İ	x	100.0%			
45								Х	98.0%			
44			1			:		X	95.9%			
43 42					1		x	X	94.6% 91.9%			
42							x^		89.2%	}PACE		
401							X		84.5%	}PACE -	85PCT	
39 38 37						X			77.0%	PACE		
38					x	X			60.8%	PACE		
36 35				x					52.0%	}PACE		
35				Х					42.6%	PACE -	·MEAN	
34 33 32		x x	1					j	20.3%	PACE		
32	х	r							14.9%	PACE -	15PCT	
31	Х								10.1%			
30	Х		1						8.1% 2.7%			
29 X 28 X		-	1						2.0%			
27 X		- 1							0.7%			
26 X									0.0% 0.0%			
25 X 24 X			1						0.0%			
23 X			1		1				0.0%			
22 X					1				0.0%			
21 X 20 X									0.0%			
19 X		-	ĺ						0.0%			
18 X									0.0%			
17 X		1							0.0% 0.0%			
16 X 15 X					-				0.0%			
	·					,	· <u>.</u>					
		MPH PACE:										
		MPH PACE	: 3				RCENTIL		ED:	40.1	MPH	
PERCEN	PERCENT OVER PACE: 10.8 %				MEDIA			35.8	MPH			
PERCEN	NT IN PAC	E:	79.			15th PE	RCENTIL	E SPE	ED:	32.0	MPH	
PERCEN	PERCENT UNDER PACE: 10.1 %											

HARTZOG AND CRABILL INC. Comules Trade Englants 1793 Print Biol., Sid. 122 Table CA 97699 (711) 734-9153

Radar Speed Survey Field Sheet

AGENCY CITY OF DESERT HOT SPRINGS
STREET, HACIENDA AVENUE
LOCATION, MIRACE HIVE RD TO MOUNTAIN VIEW RD

| Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | M

CUMULATINE MPH TOTAL 757 12:20 PM START TIME, 11:50 AM 8-30-18 TOTAL END TIME: PACE SPEED: WEST BOUND
NUMBER OF VEHICLES
10 CRITICAL SPEED: OBSERVER, CATHY BUENDIA ROAD CONDITION: DRY WEATHER: SUNNY AVERAGE SPEED: DIRECTION

CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

HACIENDA AVENUE

MOUNTAIN VIEW RD TO EAST CITY LIMITS

DATE:

8/30/2018

SURVEY BY:

C. BUENDIA

TIME:

12:45 PM - 1:40 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 8/30/2018 44.9 MPH 85th PERCENTILE

10 MPH PACE

33 - 42 MPH 65.8 %

PERCENT IN PACE

EAST OF McGARVER

POSTED SPEED LIMIT

40 MPH / 25 MPH*

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS 24 0

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY) ACC./MILLION VEH. MILES

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

4.250

1 LANE PER DIRECTION

SIGNAL - MOUNTAIN VIEW / FLASHING BEACON AT SCHOOL

AT MOUNTAIN VIEW / MID-BLK AT SCHOOL

YES / YES

NO

NO PARKING AT ANYTIME (Areas of)

SOLID DBL YELLOW CENTERLINE

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

SLIGHT-GRADUAL UP/DOWNHILL GRADES

SLIGHT BEND AT CALLE AMAPOLA

GOOD

GOOD

PARTIAL / YES

YES LIGHT

BUS STOPS

ADJACENT LAND USE

RESIDENTIAL (Single+Multi-Family) / SCHOOL / OPEN

RECOMMENDED SPEED LIMIT

40 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 40 mph speed limit is within 4.9 mph of 85th percentile speed and meets CVC standards.

File: Hacienda 2018-07

^{* 25} mph When Children Present, School Zone

***			EKIHUI	SPRING		TO EACT OF	TALL MAITO
HCI	HACIEND	A AVENUE			TAIN VIEW RE		I Y LIWII S
	DATE. O	/30/2018		SURVE		BUENDIA	
	TIME: 1	2:45 PM - 1:4	40 PM IMULATIVE PERC	CHECKI	ED BA: TE	RRY STOCK	
SPEED	20				100		
60					Х	100.0%	
59						100.0%	
58 57						100.0% 100.0%	
56					x	100.0%	
55					X	100.0%	
54					X		
54 53 52					X	100.0% 100.0%	
51		•			X	100.0%	
50					Х	100.0%	
49					×	100.0% 98.6%	
48					x ^	95.2%	
48 47 46					x	90.4%	
1 451					Х	85.6%	AFD OT
44				X		79.5% 78.8%	85PCT
43				x 1		75.3% }PACE	
44 43 42 41				X		68.5% }PACE	
401			X			59.6% }PACE	14571
39			X X			48.6% }PACE 44.5% }PACE	MEAN
39 38 37		x	^			37.7% }PACE	
36 35		x				32.9% }PACE	
35		Х				28.1% PACE	
34 33	x Å					18.5% }PACE 15.1% }PACE	
32	x ^					9.6%	15PCT
31	Х					4.8%	
	x x					3.4% 2.1%	
28 X	^					1.4%	
27 X						0.0%	
26 X						0.0%	
25 X 24 X						0.0% 0.0%	
23 X						0.0%	
22 X						0.0%	
21 X						0.0% 0.0%	
20 X 19 X						0.0%	
18 x			Ì			0.0%	
17 X						0.0%	
16 X 15 X	- 1					0.0% 0.0%	
151X				<u>i</u>		0.076	
UPPEF	R LIMIT 10 MP	H PACE:	42 MPH				
	R LIMIT 10 MF		33 MPH	85th PEF	RCENTILE SPE	ED: 44.9	MPH
	ENT OVER PA		1.7 %	MEDIAN		39.1	
	ENT IN PACE:		5.8 %		RCENTILE SPE		
	ENT UNDER F).6 %	10071 EI			

HARTZOG AND CRABIL INC. Consists frame Enginer. 17502 John Bld., Sale 122 Englis CA 97690 (714) 231-9453

Radar Speed Survey Field Sheet

AGENCY: (LITY DE DESERT HOT SPRINGS 4VENUE HACIENDA STREET!

186 CUMULATIVE . TOTAL START TIME: 12: 45 PM 8-20-18 1:40 PM TOTAL ဓ္ဓ END TIME: PACE SPEED: NUMBER OF VEHICLES CRITICAL SPEED:___ OBSERVER: CATHY BUENDIA WEATHER SUNNY-HOT ROAD CONDITION: AVERAGE SPEED: TOTAL. PACE SPEED: TO EAST CITY NEATEOUND
NUMBER OF VEHICLES VIEW RD CRITICAL SPEED: CUMULATIVE (BOTH DIRECTIONS). LOCATION MOUNTAIN AVERAGE DIRECTION SPEED: 55 55 55 55 55 55 55 55 55 55

CITY OF DESERTHOT SPRINGS

HCI

INDIAN CANYON DRIVE

NORTH CITY LIMITS TO MISSION LAKES BL

DATE:

9/7/2018

SURVEY BY:

C. BUENDIA

1:45 PM TIME:

- 2:10 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

NORTH OF MISSION LAKES

9/7/2018 58.8 MPH 51 - 60 MPH

67.1 % 55 MPH (SB)

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) ANNUAL ACCIDENT RATE 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY) ACC./MILLION VEH. MILES

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

5.400

24 0

1 LANE PER DIRECTION SIGNAL - MISSION LAKES

NONE NONE YES

NOT RESTRICTED, NONE OBSERVED SOLID DBL YELLOW CENTERLINE

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS STREET LIGHTING **DRIVEWAY DENSITY**

OTHER

1.10

SLIGHT UP/DOWNHILL GRADES

GRADUAL "C" CURVE

LIMITED SIGHT DISTANCE (at "C" curve)

FAIR NO/NO NO NONE

DIRT SHOULDERS

ADJACENT LAND USE

OPEN - UNDEVELOPED

RECOMMENDED SPEED LIMIT

55 MPH

SPEED LIMIT CHANGE

NO CHANGE - POST NB

JUSTIFICATION:

The recommended 55 mph speed limit is within 3.8 mph of the 85th percentile speed and meets CVC standards. For enforcement, a similar speed sign should be installed northbound north of Mission Lakes.Boulevard.

File: Indian Canyon 2018-08

			SERT	HOTSP						
HCI	INDIAN C	CANYON DE	RIVE		NORTH	I CITY LI	<u>MITS</u>	TO MIS	SION LA	KES BL
		9/7/2018			SURVE	Y BY:	C.	BUENDL	Α	
	TIME:		2:10 PM		CHECK	ED BY:	JEI	RRY STO	OCK	
		(CUMMULATIVE							
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			67.1 %			RCENTILI	E QDE	ED-	50.4	MPH
	NT IN PACE				ioui PE	NOENTIL	_ 355	LIJ.	50.4	MIL, L.I
PERCE	NT UNDER I	raue:	0.0 %							

HARTZOG AND CRABIL INC.
Complete traffic Capatra
11551 Late Bid. Soft 127 July CA. 97610

Radar Speed Survey Field Sheet

AGENCY: CITY OF DESERT HOT SPRINGS STREET: INDIAN CANYON DRIVE LOCATION NORTH CITY LIMITS TO MISSION LAKES BL

CUMULATIVE START TIME: 1,45 PM 2,10 PM TOTAL DATE: 9-7-18 END TIME PACE SPEED: NUMBER OF VEHICLES OBSERVER, CATHY BUENDIA CRITICAL SPEED:__ WEATHER! SUNNY - HUT ROAD CONDITION: DRY AVERAGE SPEED:____

CUMULATIVE (BOTH DIRECTIONS)_

CITY OF DESERTHOT SPRINGS

HCI

INDIAN CANYON DRIVE

MISSION LAKES BL TO PIERSON BL

DATE:

9/7/2018

SURVEY BY:

C. BUENDIA

TIME:

2:10 PM -2:35 PM CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

9/7/2018 59.1 MPH

10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

51 - 60 MPH 63.9 %

NORTH OF PIERSON

55 MPH (NB)

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS 24 0

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

6.750

1 LANE PER DIRECTION

SIGNAL - MISSION LAKES / STOP - PIERSON

NONE NONE

YES

NOT RESTRICTED, NONE OBSERVED

SOLID DBL YELLOW CENTERLINE

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS STREET LIGHTING

DRIVEWAY DENSITY **OTHER**

1.01

SEVERAL SLIGHT UP/DOWNHILL GRADES

NONE GOOD FAIR NO / NO NO

NONE

DIRT SHOULDERS

SUBJECT TO FLOODING SIGNS POSTED

ADJACENT LAND USE

OPEN

RECOMMENDED SPEED LIMIT

55 MPH

SPEED LIMIT CHANGE

NO CHANGE - POST SB

JUSTIFICATION:

The recommended 55 mph speed limit is within 4.1 mph of the 85th percentile speed and meets CVC standards. For enforcement, a 55 mph speed sign should be installed for the southbound direction.

File: Indian Canyon 2018-09

TICT		CANYON			1101	O I		ON LAKE	SBL	TO PIER	SON B	_
HCI	DATE:	9/7/2018	<u> </u>	-			SURVE			BUENDIA		_
	TIME:		- 2:3	35 PM				KED BY:	JEI	RRY STO	CK	
	, , , , , , , , , , , , , , , , , , , ,	2.1011.			IVE PERC	ENT						
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57						х				65.8%	}PACE	
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		MPH PACE			IPH					CU.		MPH
	NT OVER			0.0 %				N SPEED:			54.8	
	NT IN PAG			3.9 %			15th PE	ERCENTIL	ESPE	ED:	50.5	MPH
PERCE	NT UNDE	R PACE:	(0.0 %								

HARTZOG-AND-CRABILL-ING. Consulty Trains Copieses 17892 India Blud, Sulls 122 Fusio CA 92680 (714) 731-9455

2:10 PM

START TIME:

Radar Speed Survey Field Sheet

AGENOY: CITY OF DESERT HOT SPRINGS DRIVE CANYON

ROAD CONDITION: DRY WEATHER: SUNNY DIRECTION MPH TOTAL PACE SPEED 鸟 LOCATION MISSION LAKES BL TO PIERSON NUMBÉR OF VEHICLES CRITICAL SPEED:___ STREET INDIAN AVERAGE SPEED: 2888

CUMULATIVE MPH TOTAL 756 2135 PM TOTAL ဗ္ဂ END TIME. PACE SPEED: NUMBER OF VEHICLES CRITICAL SPEED:___ OBSERVER, CATHY BUENDIA AVERAGE SPEED:____

CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

LITTLE MORONGO ROAD

MISSION LAKES BL TO PIERSON BL

DATE:

9/6/2018

3:45 PM

SURVEY BY:

C. BUENDIA

TIME:

3:10 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

PERCENT IN PACE POSTED SPEED LIMIT NORTH OF PIERSON

9/6/2018 55.7 MPH 46 - 55 MPH

75.0 % **45 MPH**

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC/MILLION VEH. MILES 24 0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

4.250

1 LANE PER DIRECTION

STOP - MISSION LAKES / PIERSON

AT MISSION LAKES

NO / NO YES

NOT RESTRICTED, NONE OBSERVED

SINGLE DASHED CENTERLINE

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

HORIZONTAL CURVE LATERAL VISIBILITY

ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

SEVERAL SLIGHT UP/DOWNHILL GRADES

NONE

LIMITED SIGHT DISTANCE (Areas of)

NO / NO (except small section in front of commercial center)

NO **FEW**

> **DIRT SHOULDERS** NARROW ROADWAY

ADJACENT LAND USE

RESIDENTIAL / OPEN-UNDEVELOPED / BUSINESS (at Mission Lakes)

RECOMMENDED SPEED LIMIT

50 MPH

SPEED LIMIT CHANGE

INCREASE

JUSTIFICATION:

This section of Little Morongo Road is a two lane rural roadway. It has a 45 mph speed limit. Field observations include several up/downhill grades, a narrow roadway with dirt shoulders, residential non-fronting and commercial s/o Mission Lakes. The speed study results revealed an 85th percentile speed of 55.7 mph, and a 10 mph pace range of 46 to 55 mph. With the roadway grades and areas of limited sight distance, it is recommended that the existing 45 mph be increased to 50 mph (falls mid-range of 10 mph pace) rather than 55 mph that the speed data may suggest.

File: Little Morongo 2018-10

TTC			DEONG:			ın	O I	J F			KES	BL	TO PIER	SON BL	
HC	DATE:		6/2018	<u>0 110,</u>					SURVE				BUENDIA		
	TIME:		10 PM	- 34	15 PM	i			CHECK		<u>-</u>		RRY STO		
	1 11431	<u> </u>	101 141	CUM	MULA	TIVE	PERC	ENT							
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	ER LIMIT 10	MPI	H PACE	•		MPH		<u> </u>		1					
LOV	VER LIMIT 10) MP	H PACE	:	46	MPH			85th PE			SPE	ED:	55.7	MPH
PER	CENT OVER	R PA	CE:	1	7.6	%			MEDIA	N SPE	ED:			50.9	MPH
1	CENT IN PA			7	5.0	%			15th PE	ERCEN	TILE	SPE	ED:	46.2	MPH
	CENT UNDE		ACE:			%				•					

H-ARTZOG-AND-C-RABILL-INC.compley hater request 17592 hater blood, Sale 1727 Junio CA 92689 (714) 231-9153

Radar Speed Survey Field Sheet

AGENCY. CITY OF DESERT HOT SPRINGS STREET: LITTLE MORONGO ROAD LOCATION: MISSION LAKES BL TO PIERSON BL

| Diffections | County Diffections | County Diffections | County Diffections | County Diffections | County Diffections | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | County Differt | Coun

CUMULATIVE 12/ 3,46 PM START TIME: 3,10 PM TOTAL DATE: 9-10-18 8 END TIME! PACE SPEED: NORTHBOUND NUMBER OF VEHICLES 10 CRITICAL SPEED:___ OBSERVER, CATHY BUENDIA ROAD CONDITION DAY AVERAGE SPEED:____ DIRECTION 49 4,

CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

LITTLE MORONGO ROAD

PIERSON BL TO TWO BUNCH PALMS TRAIL

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

2:20 PM

2:50 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

SOUTH OF PIERSON 9/6/2018

57.3 MPH 49 - 58 MPH

PERCENT IN PACE POSTED SPEED LIMIT 70.9 % **55 MPH**

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

0

24

TOTAL ACCIDENTS ANNUAL ACCIDENT RATE

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

ACC./MILLION VEH. MILES

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

OTHER

6,800

1 LANE PER DIRECTION

STOP - PIERSON / TWO BUNCH PALMS

NONE NO/NO

YES

ON-STREET PARKING

NO PARKING AT ANYTIME

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

HORIZONTAL CURVE LATERAL VISIBILITY

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING **DRIVEWAY DENSITY**

OTHER

1.02

VERY SLIGHT UP/DOWNHILL GRADES

NONE GOOD FAIR

NO / FEW

NO

DIRT SHOULDERS

SOLID DBL YELLOW & SINGLE DASHED

ADJACENT LAND USE

RESIDENTIAL / COMMERCIAL / CHURCH / OPEN-UNDEVELOPED

RECOMMENDED SPEED LIMIT

55 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 55 mph speed limit is within 2.3 mph of the 85th percentile speed and meets CVC standards.

File: Little Morongo 2018-11

			SERIHU	1 2 P						
HCI	<u>LITTLE M</u>	IORONGO RO	<u>OAD</u>		PIERS	ON BL	TO TW	O BUN	CH PALI	MS TRAIL
	DATE: 9	9/6/2018			SURV	EY BY:	C.	BUEND	IA	
	TIME: 2	2:20 PM - 2	2:50 PM		CHEC	KED BY:		RRY ST		
		CU	IMMULATIVE PER	CENT]	J J	
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UPPER I	LIMIT 10 MP	H PACE:	58 MPH							
LOWER	LIMIT 10 MP	PH PACE:	49 MPH		85th PE	RCENTI	LE SPE	ED:	57.3	MPH
PERCEN	IT OVER PA	CE:	8.9 %		MEDIAN				53.3	MPH
PERCEN	IT IN PACE:		0.9 %	1	15th PE			ED:	47.9	MPH
	IT UNDER P		0.0 %				,			

HARTZOG-AND-CRABEL-ING-conclus trate topics. 1782 bets 1861, 221, 23, 5416 CA 97890 (714) 239-9153

707

Z

2:50

END TIME:

OBSERVER, CATHY BUENDIA

ROAD CONDITION DE WEATHER BUNNY

START TIME: 2,20 PM

DATE: 9-6-18

Radar Speed Survey Field Sheet

LOCATION, PIERSON BL TO TWO BUNCH PALMS TRAIL AGENCY CITY OF DESERT HOT SPRINGS LITTLE MORONGIO STREET

TOTAL 8 SOUTH-BOUND NUMBER OF VEHICLES CRITICAL SPEED: AVERAGE SPEED:

PACE SPEED:

CUMULATIVE (BOTH DIRECTIONS)

CUMULATINE MPH TOTAL ဓ္ဌ PACE SPEED: NUMBER OF VEHICLES CRITICAL SPEED: AVERAGE SPEED:

CITY OF DESERTHOT SPRINGS

HCI

LITTLE MORONGO ROAD

TWO BUNCH PALMS TRAIL TO SOUTH CITY LIMITS

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

1:45 PM

- 25:20 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

SOUTH OF TWO BUNCH PALMS 9/6/2018

57.5 MPH 51 - 60 MPH 62.0 % **55 MPH**

PERCENT IN PACE POSTED SPEED LIMIT

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

ACC/MILLION VEH. MILES

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC LANE CONFIGURATION TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

4.550

24 0

1 LANE PER DIRECTION STOP - TWO BUNCH PALMS

NONE NO / YES YES

NO PARKING AT ANYTIME

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

SLIGHT UP/DOWNHILL GRADES

NONE GOOD FAIR NO / NO NO NONE

DIRT SHOULDERS

SOLID DBL YELLOW CENTERLINE

ADJACENT LAND USE

BUSINESS / OPEN

RECOMMENDED SPEED LIMIT

55 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 55 mph speed limit is within 2.5 mph of the 85th percentile speed and meets CVC standards.

File: Little Morongo 2018-12

HC	LITTLE	MORONGO	RO	AD		TWO E	BUNCH	PALMS	TRAIL	TO SOL	JTH CITY	LIMI
	DATE:	9/6/2018				SURVE	Y BY:	C.	BUEND	Α		
	TIME:	1:45 PM	- 25:	20 PM		CHECK	ED BY:	JE	RRY ST	OCK		
				MULATIVE F		00		400				
SPEED 60		20	40		60	80	· · · · · · · · · · · · · · · · · · ·	100 X	100.0%	3PACE		
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33 x 32 x	(1							0.0% 0.0%			
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20 X									0.0% 0.0%			
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16 ×	(1							0.0%			
15 X	(i	0.0%			
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		MPH PACE:		51 MPH			RCENTI		EU:	57.5	MPH	
!	ENT OVER			0.0 %			N SPEED			52.7	MPH	
i	ENT IN PA			2.0 %		15th PE	RCENTI	LE SPE	ED:	46.0	MPH	
PERC	ENT UNDE	R PACE:	(0.0 %								

HARTZOG-AND-CRABEL-INC. Contains Trains Englature 17892 Ervin Bled, Saids 122 Turlin CA. 92680 (714) 731-9455

Radar Speed Survey Field Sheet

AGENOY, CITY OF DESFRT HOT SPRINGS ITIE MORONGO ROAD STREET!_

DIRECTION TOTAL. LOCATION IND BUNCH PAIN TRAIL TO SOUTH OFTY LIMIT ဗ္ဗ PACE SPEED: SOUTHBOUND NUMBER OF VEHICLES CRITICAL SPEED:___ AVERAGE SPEED:____ DIRECTION F

CUMULATIVE TOTAL 5 2:20 PM START TIME: 1.46 PM 9-6-18 TOTAL END TIME. PACE SPEED: DATE NUMBER OF VEHICLES CRITICAL SPEED:___ OBSERVER, CATHY BUENDIA ROAD CONDITION: AVERAGE SPEED:____

CUMULATIVE (BOTH DIRECTIONS).

CITY OF DESERTHOT SPRINGS

HCI

MIRACLE HILL ROAD

PIERSON BL TO HACIENDA AVE

DATE: 8

8/30/2018

SURVEY BY:

C. BUENDIA

TIME:

3:30 PM -

5:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

NORTH OF HACIENDA

8/30/2018 33.5 MPH

27 - 36 MPH

77.9 %

30 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS
ANNUAL ACCIDENT RATE

ANNUAL ACCIDENT RATE
ACC./MILLION VEH. MILES

24 0

> 0 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS
PEDESTRIAN/BICYCLES

TRUCK TRAFFIC ON-STREET PARKING

OTHER

1.000

1 LANE PER DIRECTION

STOP - DESERT VIEW / HACIENDA

NONE NO / NO

FEW :

SCHOOL BUSES IN AREA

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY
ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING

DRIVEWAY DENSITY OTHER

0.49

SLIGHT UPHILL (NB) TO DESERT HILL

NONE GOOD GOOD

NO / YES (CURB ONLY)

NO

MEDIUM

SOLID DBL YELLOW CENTERLINE

NARROW ROADWAY

ADJACENT LAND USE

RESIDENTIAL (FACING) / OPEN-UNDEVELOPED

RECOMMENDED SPEED LIMIT

25 MPH

SPEED LIMIT CHANGE

ESTABLISH AS RESIDENT DISTRICT - CVC 515

JUSTIFICATION:

Miracle Hill Road is a two lane residential roadway. Field observations include single family residential with heavy direct driveways, areas of undeveloped land, and the roadway has a slight upgrade northbound. The need to retain the CVC defined lower speed is based on the fact that 17 single-family dwellings with direct driveways exist within a 0.25 mile section between Desert View Avenue and Hacienda Avenue. This segment meets the requirement for the CVC 515 "Resident District". Therefore with these factors, it is recommended that the City establish this segment of Miracle Hill Road a "Resident District". This segment does not require continued speed surveys.

File: Miracle Hill 2018-13

HCI	MIRACLE	HILL ROAD			PIERS	ON BL	TO HAC	IENDA	<u>AVE</u>	
		/30/2018			SURVE			BUENDI		
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51				+			X	100.0%		
491								100.0% 100.0%		
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46							X	100.0%		
45								100.0% 100.0%		
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1 421							X	100.0% 100.0%		
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39							X	100.0%		
38							X	100.0% 100.0%		
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34						×		82.8%	}PACE	85PCT
33 32					X			77.0%	}PACE	
31				x	X	ļ		70.5% 61.5%	PACE PACE	
30 29			×					47.5%	}PACE	MEAN
29 28 27		×						36.1%	}PACE }PACE	
27 26	x	X						18.9%	A HOL	
25	×	<u> </u>						16.4%		45DOT
24	X							10.7% 9.8%		15PCT
23 22	X X					-		5.7%		
21 X						-		3.3% 2.5%		
20 X						•		0.8%		
19 X 18 X								0.0%		
17 X								0.0% 0.0%		
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HCI

CITY OF DESERTHOT SPRINGS

MIRACLE HILL ROAD

PIERSON BL TO HACIENDA AVE

DATE:

8/30/2018

SURVEY BY:

C. BUENDIA

JERRY STOCK 3:30 PM -5:30 PM CHECKED BY: TIME: CUM. NUMBER OF VEHICLES 25 VEH. PCT. PCT. 20 SPEED 10 15 100.0% 100.0% 100.0% 100.0% 534 100.0% 100.0% 55 100.0% 100.0% 100.0% 100.0% 100.0% 50 100.0% 100.0% 100.0% 100.0% 100.0% 45 100.0% 100.0% 100.0% 100.0% 100.0% 40 100.0% 100.0% 3.3% 100.0% 96.7% 4 3.3% 5.7% 93.4% 6 4.9% 87.7% 5.7% 82.8% 8 6.6% 77.0% 9.0% 70.5% 111 61.5% 17 13.9% 90 14 11.5% 47.5% 14 11.5% 36.1% 24.6% 5.7% 3 2.5% 18.9% 25 X X X X X X X 5.7% 16.4% 10.7% 1 0.8% 4.1% 5 9.8% 2.5% 5.7%

TOTAL VEHICLES UPPER LIMIT 10 MPH PACE: 36 MPH 85th PERCENTILE SPEED: 33.5 **MPH** LOWER LIMIT 10 MPH PACE: 27 MPH 29.2 **MPH** MEDIAN SPEED: . 3.3 % PERCENT OVER PACE: 15th PERCENTILE SPEED: 24.8 **MPH** 77.9 % PERCENT IN PACE:

PERCENT UNDER PACE: 18.9 %

20 X X

15

1

0.8%

1.6% 0.8% 3.3% 2.5%

0.8% 0.0% 0.0% 0.0% 0.0%

CITY OF DESERTHOT SPRINGS

HCI

MISSION LAKES BOULEVARD

INDIAN CANYON DR TO LITTLE MORONGO RD

DATE:

9/7/2018

SURVEY BY:

C. BUENDIA

TIME:

9:00 AM -

9:30 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE

PERCENT IN PACE POSTED SPEED LIMIT EAST OF INDIAN CANYON

9/7/2018 51.9 MPH

44 - 53 MPH

79.5 %

50 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

4,400

1 LANE PER DIRECTION

SIGNAL - INDIAN CYN / STOP - LIL MORONGO

AT INDIAN CYN

NO/NO

NOT RESTRICTED, NONE OBSERVED

BIKE LANES

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS STREET LIGHTING

DRIVEWAY DENSITY

OTHER

SEVERAL GRADUAL UP/DOWNHILL GRADES

NONE

LIMITED SIGHT DISTANCE

POOR NO / FEW

YES

FEW (near Little Morongo)

SINGLE DASHED - SOLID DBL YELLOW CENTERLINE - 2 WAY LEFT

DIRT SHOULDERS

ADJACENT LAND USE

RESIDENTIAL / BUSINESS / OPEN

RECOMMENDED SPEED LIMIT

50 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 50 mph speed limit is within 1.9 mph of the 85th percentile speed and meets CVC standards.

File: Mission Lakes 2018-15

CITY OF DESERTHOT SPRINGS INDIAN CANYON DR TO LITTLE MORONGO RD MISSION LAKES BOULEVARD **HCI** C. BUENDIA SURVEY BY: 9/7/2018 DATE: JERRY STOCK CHECKED BY: 9:30 AM 9:00 AM TIME: CUMMULATIVE PERCENT 100 80 60 40 20 100.0% SPEED 100.0% 60 59 99.2% 58 98.4% 98.4% 57 96.1% 56 $\overline{\mathbf{x}}$ 55 х 93.7% 91.3% }PACE 54 x 85.8% }PACE 53 Х 79.5% \PACE ---85PCT 52 72.4% }PACE 51 X 63.0% }PACE 50 х 50.4% PACE 49 Х 39.4% IPACE --- MEAN 48 29.9% PACE 47 46 22.0% }PACE X 15.7% }PACE 45 11.8% ---15PCT 44 Х 43 8.7% 42 Х 7.9% 41 40 5.5% 2.4% 39 2.4% х 38 0.8% 37 0.0% 36 X 35 X 0.0% 0.0% 34 0.0% 33 X 0.0% 32 X 0.0% 0.0% 31 X 30 X 0.0% 29 X 0.0% 28 X 0.0% 27 X 0.0% 26 X 0.0% 25 0.0% 24 X 0.0% 23 X 22 X 0.0% 0.0% 0.0% 20 0.0% 19|x 0.0% 18 X 0.0% 17 0.0% 16 X 0.0% MPH 53 UPPER LIMIT 10 MPH PACE: 51.9 **MPH** 85th PERCENTILE SPEED: MPH 44 LOWER LIMIT 10 MPH PACE: MPH 48.0 MEDIAN SPEED: % PERCENT OVER PACE: 8.7 **MPH** 43.8 15th PERCENTILE SPEED: % 79.5 PERCENT IN PACE:

%

11.8

PERCENT UNDER PACE:

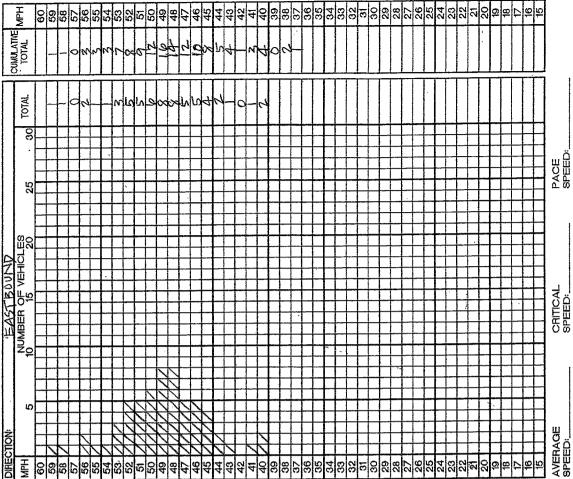
HARIZOG AND CRABILL INC. Containing Irains Englasses 17892 brins Blod., Suite 122 Toutio CA, 92680 (714) 731-9455

Radar Speed Survey Field Sheet

CANYON DR TO LITTLE MORONGO RD CITY OF DESERT HOT SPRINGS POWEVARD LAKES LOCATION: INDIAN STREET MISSION AGENCY: _

737 a;8 € 9:30 AM 9-7-18 START TIME: END TIME. DATE OBSERVER, CATHY BUENDIA HOAD CONDITION: DRY

AVERAGE DIRECTION MPH TOTAL 8 PACE SPEED: NUMBER OF VEHICLES WESTBOUND CRITICAL SPEED:___ AVERAGE DIRECTION



CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

MISSION LAKES BOULEVARD

LITTLE MORONGO RD TO WEST DR

DATE:

9/7/2018

SURVEY BY:

C. BUENDIA

TIME:

9:40 AM - 10:10 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

PERCENT IN PACE

POSTED SPEED LIMIT

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

WEST OF WEST DR 9/7/2018

49.9 MPH 41 - 50 MPH 79.5 %

45 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0 1

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC LANE CONFIGURATION

TRAFFIC CONTROLS **CROSSWALKS**

PEDESTRIAN/BICYCLES TRUCK TRAFFIC **ON-STREET PARKING**

4,400

1 LANE (2 LANES WB - LITTLE MORONGO TO ROLLING HILLS)

STOP - WEST / LI'L MORONGO AT WEST / LI'L MORONGO

YES / YES NO YES

OTHER

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY **ROAD CONDITIONS** SIDEWALKS/DRIVEWAYS

STREET LIGHTING **DRIVEWAY DENSITY**

OTHER

SEVERAL GRADUAL UP/DOWNHILL GRADES

NONE GOOD FAIR

PARTIAL / FEW

YES

LIGHT

VERY WIDE ROADWAY

SOLID DBL YELLOW CENTERLINE

ADJACENT LAND USE

RESIDENTIAL / OPEN

RECOMMENDED SPEED LIMIT

45 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 45 mph speed limit is within 4.9 mph of the 85th percentile speed and meets CVC standards.

File: Mission Lakes 2018-16

IICI		N LAKES			. • .	01			ONGO I	RD TO V	VEST DE	2
HCI	DATE:	9/7/2018	<u>JOUL!</u>	_ 			SURVE			BUEND		2
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				MULATIVE	PERC	ENT]		
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48					1		X			75.0%	}PACE	
47						Х				65.2%	}PACE	
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		MPH PACE		41 MPH			85th PE	RCENT	TLE SPE	ED:	49.9	MPH
	NT OVER I			.4 %			MEDIA				45.0	MPH
	NT IN PAC		79						TLE SPE	ED:	41.4	MPH
	NT UNDER			.1 %							•	

HARTZOG-AND-CRABRIL-INC.
COMULTO TRACTIC COMMULTANT TO THE COMMULT TO THE COMMULT TO THE COMMULT TO THE COMMULT TO THE COMMUNICATION THE COMMUNICATION TO THE COMMUNICATION TO THE COMMUNICATION TO TH

Radar Speed Survey Field Sheet

AGENCY: CITY O'DESELT HOT SPLINGS
STREET MISSION LAKES BOULEVARD
CATON: LITTE MORONGO RD TO WEST DR

| Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Diffection | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Different | Di

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 185 CUMULATIVE 10:10 AM START TIME: 4:40 AM TOTAL DATE: 4-7-16 응 END TIME: PACE SPEED: NUMBER OF VEHICLES CRITICAL SPEED:__ OBSERVER, CATHY BUENDIA ROAD CONDITION: DRY WEATHER:__ AVERAGE SPEED:____ AP.

CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

MOUNTAIN VIEW ROAD

HACIENDA AVE TO SOUTH CITY LIMITS

DATE: TIME:

8/31/2018

2:45 PM -3:30 PM SURVEY BY:

C. BUENDIA

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

PERCENT IN PACE POSTED SPEED LIMIT SOUTH OF HACIENDA

8/31/2018 38.9 MPH 32 - 41 MPH 85.8 %

35 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

6.750

1 LANE PER DIRECTION SIGNAL - HACIENDA AT HACIENDA

NO / NO NO

NO PARKING ANYTIME (SB)

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY **ROAD CONDITIONS**

SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

0.50

SLIGHT UP/DOWNHILL GRADES

NONE GOOD FAIR

NO / YES (NB) - PARTIAL / YES (SB)

YES HEAVY

SOLID DBL YELLOW CENTERLINE

ADJACENT LAND USE

RESIDENTIAL (facing) / LODGE-MOTEL

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph speed limit is within 3.9 mph of the 85th percentile speed and meets CVC standards.

File: Mtn View 2018-18

IIC			IEW RO		I HU	1 51			E TO	SOUTH	CITY LI	MITS
HCl	DATE:	8/31/2		<u></u>			SURVE			BUEND		
	TIME:		PM -	3:30 PI	М		CHECK	ED BY:	JE	RRY ST	OCK	
			Cl	JMMUL	ATIVE PER				400			
SPEED		20		40	6	<u> </u>	80		100 X	100.0%		
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53									1	100.0% 100.0%		
52				l					X			
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43						1			X X			
42 41		1		-		1			Х	94.8%	}PACE	
40								ł .	X		}PACE	
39				l		İ	X	×			PACE -	85PCT
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34 33		l x	x	I		1					PACE	
32	x	3		-						15.7%	}PACE	
31	Х									9.0%	-	- <i>-</i> 15PCT
30	×	į		l						6.7% 5.2%		
29 28	X X					1				3.7%		
27	X					1				2.2%		
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22 >	<			- 1						0.0% 0.0%		
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17		1								0.0% 0.0%		
16 × 15 ×	X X									0.0%		
		A APOLL P	MOE:	44	MDL							
	ER LIMIT 10			41	MPH		OET DE	DOENT	II E ODE	ED.	38.9	MPH
	ER LIMIT 10			32	MPH			RCENT		-EU:		MPH
	CENT OVER		:	5.2	%			N SPEEL		- 	35.3	
	CENT IN PA		_	85.8	%		15th PE	RCENT	ILE SPE	בבט:	31.9	MPH
PERC	CENT UND	R PAC	E:	9.0	%							

HARTZOG AND CRABEL INC. Consulty Yeath Englishers 17892 Debre Blod., Suite 122 Testis CA 92680 (711) 731-9455

Radar Speed Survey Field Sheet

MITH OF DESERT HOT SPRINGS AGENCY:

TOTAL LOCATION HACTENDA AVE TO SOLUTH PITY LIMITS 9 PACE SPEED: NUMBER OF VEHICLES STREET MOUNTAIN VIEW ROAD DIRECTION MPH

CRITICAL SPEED:___

AVERAGE SPEED:

CUMULATIVE (BOTH DIRECTIONS).

8 अ ३ CUMULATIVE ンダン START TIME: 2,45 PM 3130 PM DATE: 8-31-18 TOTAL PACE SPEED: END TIME: NUMBER OF VEHICLES CRITICAL SPEED:__ OBSERVER, CATHY BUENDIA WEATHER SUNNY ROAD CONDITION DRY AVERAGE SPEED:____ MPH.

CITY OF DESERTHOT SPRINGS

TI		TF
П	T.	Æ

-		14	DRI	\/E
м	Αl	_M	UKI	٧E

MISSION LAKES BL TO 8TH ST

9/6/2018 DATE:

10:00 AM - 10:30 AM TIME:

SURVEY BY: CHECKED BY: C. BUENDIA JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

NORTH OF 8TH 9/6/2018 38.4 MPH 31 - 40 MPH 89.0 %

35 MPH

PERCENT IN PACE POSTED SPEED LIMIT

15 MPH AT DIP

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

24 3 4

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 1.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.70 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC LANE CONFIGURATION TRAFFIC CONTROLS **CROSSWALKS** PEDESTRIAN/BICYCLES

11.500 2 LANES PER DIRECTION STOP - 8TH / MISSION LAKES AT 8TH / MISSION LAKES

TRUCK TRAFFIC

FEW / FEW **FEW**

ON-STREET PARKING

AREAS OF NO PARKING ANYTIME

OTHER

BUS STOPS BIKE LANES

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS SIDEWALKS/DRIVEWAYS STREET LIGHTING

SLIGHT UP/DOWNHILL GRADES

NONE GOOD **POOR**

PARTIAL / YES

YES LIGHT

DRIVEWAY DENSITY

OTHER

2 WAY LEFT TURN LANE

ADJACENT LAND USE

RESIDENTIAL / DESERT HOT SPRINGS SPA HOTEL / VETERANS MEMORIAL PARK

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph speed limit is within 3.4 mph of the 85th percentile speed and meets CVC standards.

File: Palm 2018-19

~-	CITT		JESI	- 17 1	пОі	3 F			O DI -	TO 0711	OT.	
HCI	PALM DE							ON LAKE				
	DATE: 9	9/6/2018					SURVE			BUEND		
	TIME: 1	MA 00:0					CHEC	CED BY:	JE	RRY ST	OCK	
				MULATI	VE PERCE	ENT			400			
SPEED	20		40		60		80	·	100	100.00/		
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41								ļ	X		}PACE	
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38			į					×				85PCT
39 38 37		ļ	1		1		X		Ì	70.3%	}PACE	
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35 34 33 32		j	,	х						40.0% 34.2%	PACE.	MEAN
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HDDED	LIMIT 10 M		. ,	10 MF	PH							
	LIMIT 10 M				PH		SSIL DE	RCENTIL	FSDE	ED.	38.4	MPH
										<i></i> .	35.3	MPH
	NT OVER PA			.4 %				N SPEED:		·FD.		
	NT IN PACE		89				15th PE	RCENTIL	E SPE	בט:	31.9	MPH
PERCE	NT UNDER	PACE:	6	.5 %								

HARTZOG-AND CRABILL INC. Consults hatte England (1952) lands Blet, Suite 122 Tusta CA, 92680 (714) 731–9455

Radar Speed Survey Field Sheet

AGENON CITY OF DESERT HOT SPRINGS ALM DRIVES STREET!

8 4 4 8 8 4 8 4 CUMULATINE TOTAL VIM AM AM START TIME: 10:00 TOTAL 9-6-18 10:30 END TIME: PACE SPEED: DATE NORTHBOUNI NUMBER OF VEHICLES 10 CRITICAL SPEED:__ OBSERVER: CATHY BUENDIA WEATHER SUNNY DRY ROAD CONDITION: AVERAGE SPEED: MP. TOTAL PACE SPEED. 121 (1) POTH 5/1 50 VTHB DUND NUMBER OF VEHICLES 10 LOCATION MISSION LAKES BL CRITICAL SPEED:___ CUMULATIVE (BOTH DIRECTIONS). AVERAGE SPEED:

CITY OF DESERTHOT SPRINGS

HCI

PALM DRIVE

8TH STREET TO PIERSON BOULVARD

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

9:35 AM - 10:00 AM CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE

PERCENT IN PACE POSTED SPEED LIMIT **NORTH OF PIERSON**

9/6/2018 38.6 MPH

31 - 40 MPH

92.3 %

35 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

2

1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.47 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC **ON-STREET PARKING**

OTHER

11.550

2 LANES PER DIRECTION

SIGNAL - PIERSON / STOP - 8TH

AT PIERSON / 8TH

FEW / FEW

FEW

YES

BUS STOPS / BIKE ROUTE

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

0.50

SLIGHT DOWNHILL GRADE (SB)

NONE

GOOD

POOR

PARTIAL / FEW

YES

LIGHT

RASIDED MEDIAN ISLAND (at Pierson) / TWO WAY LEFT LANE

ADJACENT LAND USE

COMMERCIAL / BUSINESS / MOTEL / CHURCH / RESIDENTIAL

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph speed limit is within 3.6 mph of the 85th percentile speed and meets CVC standards.

File: Palm 2018-20

CITY OF DESERTHOT SPRINGS **HCI** 8TH STREET TO PIERSON BOULVARD PALM DRIVE C. BUENDIA DATE: 9/6/2018 SURVEY BY: CHECKED BY: JERRY STOCK TIME: 9:35 AM 10:00 AM **CUMMULATIVE PERCENT** 100 SPEED 20 40 80 100.0% 60 100.0% 59 100.0% 58 57 100.0% 100.0% 56 55 100.0% 54 100.0% 53 52 100.0% 100.0% 100.0% 51 50 100.0% 100.0% 49 100.0% 48 100.0% 47 100.0% 46 99.3% 45 98.6% 44 43 98.6% 96.5% 42 95.1% 41 93.0% }PACE 40 88.1% }PACE Х 39 38 37 }PACE - - - 85PCT 79.7% 72.7% }PACE 57.3% }PACE 36 35 38.5% \PACE --- MEAN 23.1% }PACE 34 х 33 32 31 30 X 12.6% }PACE ---15PCT х 7.7% }PACE Х 3.5% }PACE 0.7% 0.0% 29 X 28 X 27 X 26 X 25 X 0.0% 0.0% 0.0% 0.0% 0.0% 24 X 23 X 22 X 21 X 20 X 0.0% 0.0% 0.0% 0.0% 0.0% 19 X 18 X 17 X 0.0% 0.0% 0.0% 16 X 0.0% 15 X LIDDED LINUT 40 MELL DAGE.

OPPER LIMIT TO MPH PACE:	40	MPH			
LOWER LIMIT 10 MPH PACE:	31	MPH	85th PERCENTILE SPEED:	38.6	MPH
PERCENT OVER PACE:	7.0	%	MEDIAN SPEED:	35.6	MPH
PERCENT IN PACE:	92.3	%	15th PERCENTILE SPEED:	33.2	MPH
PERCENT LINDER PACE:	0.7	%			

HARTZOG-AND-CRABILL- INC.
COMMING TRATE Experient
11592 Frim Bird, Sold 127 fails CA 97699
(21) 734-915

Radar Speed Survey Field Sheet

AGENCY: CITY OF DESERT HOT SPRINGS WE STREET: PALM DRIVE ROLLOCATION: STH ST TO PIERSON BL.

AVERAGE SPEED:____ DIRECTION MPH TOTAL PACE SPEED. NUMBER OF VEHICLES CRITICAL SPEED:___ AVERAGE SPEED:

/A CUMULATIVE TOTAL AM END TIME: 10,00 AM START TIME: 0:36. DATE: 9-6-18 TOTAL PACE SPEED: NORTH BOUND NUMBER OF VEHICLES 10 OBSERVER, CATHY BUENDIA CRITICAL SPEED:___ ROAD CONDITION: DR WEATHER! GUNNY

CUMULATIVE (BOTH DIRECTIONS).

CITY OF DESERTHOT SPRINGS

TT		T
П	C.	I

PALM DRIVE

PIERSON BOULVARD TO HACIENDA AVE

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

9:00 AM - 9:30 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

NORTH OF ESTRELLA

9/6/2018 39.9 MPH 32 - 41 MPH 88.5 %

35 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

6 17

24

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 3.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.77 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION TRAFFIC CONTROLS **CROSSWALKS**

SIGNAL - PIERSON / HACIENDA AT PIERSON / HACIENDA

2 LANES PER DIRECTION

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

FEW YES

YES / FEW

20.850

OTHER

BUS STOPS / BIKE ROUTE

PARRALLEL PARKING BOLS (s/o Pierson)

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY

SLIGHT UPHILL NORTHBOUND NONE

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS STREET LIGHTING

POOR YES/YES YES

GOOD

DRIVEWAY DENSITY

FEW

OTHER

RAISED MEDIAN ISLAND (at Hacienda & Pierson) / 2 WAY LEFT TURN LANE "SAFETY CORRIDOR" SIGNS

ADJACENT LAND USE

COMMERCIAL

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph speed limit it within 4.9 mph of the 85th percentile speed and meets CVC standards.

File: Palm 2018-21

TICT	PALM		<i>,</i> L 3 i	LIXI	1101	O i	PIFRS	ON BOU	LVAR	р то н	ACIEND	A AVE
HCI	DATE:	9/6/2018					SURVE			BUENDI		
	TIME:	9:00 AM	- 9:3	MA 0				(ED BY:		RRY ST		
	1114100	0.007.00			IVE PERC	ENT						
SPEED		20	40		60	· · · · ·	80	1	100	100.0%		
60 59									×	100.0%		
58		1								100.0%		
57										100.0% 100.0%		
<u>56</u> 55										100.0%		
55 54			l						X	100.0%		
53			ŀ							100.0%		
52									X	100.0% 100.0%		
51 50									- X			
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47 46		1	į						â			
45									X			
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40								Х			}PACE	OFDOT
39 38			I			х	x				PACE -	85PCT
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35			Х								}PACE }PACE	
34 33	х	X										15PCT
32	х	İ									}PACE	
31 X										3.0% 2.4%		
30 X 29 X		- [0.6%		
28 X		1								0.0%		
27 X			}							0.0%		
26 X 25 X	·									0.0% 0.0%		
25 X 24 X			}							0.0%		
23 X			1							0.0%		
22 X										0.0% 0.0%		
21 X 20 X								İ		0.0%		
19 X		l								0.0%		
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17 X 16 X			1							0.0%		
15 X										0.0%		
	LIMIT 10 I	MPH PACE			PH							
LOWER	R LIMIT 10	MPH PACE	Ξ: ;	32 M	PH			ERCENTIL		ED:	39.9	MPH
PERCE	NT OVER	PACE:	8	3.5 %				N SPEED			36.5	MPH
PERCE	NT IN PAC	Æ:	88	3.5 %			15th PE	RCENTIL	E SPE	ED:	33.2	MPH
PERCE	NT UNDER	R PACE:	3	3.0 %								

HARTZOG AND GRABELT INC. Converting Trains Engineer 17592 looke Blod. Soite 122 Testin CA. 97680 (714) 731–9455

CUMULATIVE

クサイ

4:30 AM

START TIME: 9:00 AM

81-90-6

Radar Speed Survey Field Sheet

OBSERVER: CATHY BUENDIA WEATHER SUNNY ROAD CONDITION DRY CITY OF DESERT HOT SPRINGS TO HACIENDA 4 PALM DRIVE PIER50N LOCATION. AGENCY:__ STREET

TOTAL END TIME: PACE SPEED: NUMBER OF VEHICLES CRITICAL SPEED:___ AVERAGE SPEED:____ MPH TOTAL PACE SPEED: NUMBER OF VEHICLES CRITICAL SPEED: CUMULATIVE (BOTH DIRECTIONS) _ AVERAGE SPEED:____ 23 60

| Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part | Part |

CITY OF DESERTHOT SPRINGS

HCI

PALM DRIVE

HACIENDA AVE TO TWO BUNCH PALMS TRAIL

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

10:30 AM - 11:00 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE

PERCENT IN PACE

POSTED SPEED LIMIT

SOUTH OF HACIENDA

9/6/2018 37.9 MPH

32 - 41 MPH 93.6 %

35 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

SPEED-RELATED ACCIDENTS **TOTAL ACCIDENTS**

ANNUAL ACCIDENT RATE

ACC./MILLION VEH, MILES

24

6 20

> 3.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 696.54 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS **CROSSWALKS**

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC **ON-STREET PARKING**

OTHER

24

2 LANES PER DIRECTION

SIGNAL - HACIENDA / IRONWOOD / TWO BUNCH PALM TRAIL

AT HACIENDA / IRONWOOD / TWO BUNCH PALM TRAIL

YES / YES

YES

NO

BUS STOPS

"SAFETY CORRIDOR" SIGNS

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

HORIZONTAL CURVE LATERAL VISIBILITY **ROAD CONDITIONS**

SIDEWALKS/DRIVEWAYS

STREET LIGHTING **DRIVEWAY DENSITY**

OTHER -

0.50

VERY SLIGHT UP/DOWNHILL GRADES

NONE GOOD GOOD

YES / YES

YES **HEAVY**

RAISED MEDIAN ISLAND and 2 WAY LEFT TURN LANE

ADJACENT LAND USE

COMMERCIAL / OPEN

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph speed limit is within 2.9 mph of the 85th percentile speed and meets CVC standards.

File: Palm 2018-22

HCI	PALM DRI		EKIHU	1 37			TO "	TWO B		ALMS TRAIL
	DATE: 9/	6/2018			SURVE	YRY		BUEND		ALIVIO I IVAIL
		:30 AM - 11	:00 AM			CED BY:		RRY ST		
		CUN	MULATIVE PER	CENT	OFILO	CD D1.	JL.	1 (1 () () () () ()	OCK	
SPEED	20	40			80		100			
60 59	1]	X	100.0%		
58 58	1					Ì	Х			
57	1						X			
56				1			X	100.0% 100.0%		
55							X	100.0%		
54 53]			1			X	100.0%		•
52 52							Х			
51		i		ļ.			X			
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48 47				1			**	100.0%		
46				i			Ŋ	100.0% 100.0%		
45				†				100.0%		
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40				 			×	96.2%	}PACE }PACE	
39						>	(^	93.0%	PACE	
38 37	1					×	1	86.0%	3PACE	
36	1			 _	Х		- 1	72.5%	PACE	-85PCT
35			X	^ -				46.8%	PACE	MEAN
34	i	x		1	[- 1		PACE	1415-1-414
33 32	×			1			- 1	18.7%	PACE	
31 ×	1	Ī			1		- 1	9.4%	}PACE	-15PCT
30 X	·			 				4.7% 2.9%		
29 X							- 1	2.3%		
28 X 27 X	1	1					1	1.8%		
26 X	1	Ì						0.6%		
25 X								0.0% 0.0%		
24 X	1				1		- 1	0.0%		
23 X 22 X	į			ļ				0.0%		
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19 X	ļ				1			0.0%		
18 X		1			-		- 1	0.0%		
17 X 16 X		j			1		1	0.0%		
15 X		1						0.0% 0.0%		
				*****	<u>-</u>			0.070		
	IMIT 10 MPH		1 MPH							
	LIMIT 10 MPH		2 MPH		85th PEF	RCENTILE	SPEE	D:	37.9	MPH
	T OVER PAC	E: 3.	.5 %		MEDIAN	SPEED:			35.2	MPH
	T IN PACE:	93.	.6 %		15th PER	CENTILE	SPEE	D:	32.6	MPH
PERCEN	T UNDER PA	CE: 4.	.7 %				-		·—	

Radar Speed Survey Field Sheet

LOCATION HACLENDA AVE TO TWO BUNCH PALMS TRAIL OUT OF DESERT HOT SPRINGS PALM DRIVE AGENCY: _ STREET

TOTAL NUMBER OF VEHICLES DIRECTION 32389

HARTZOG AND CRABILL INC. Comming Trains Engines 17922 Lehin Beld, Solid 127 Louis CA 92690 (71) 731-9153 CUMULATIVE TOTAL END TIME: 11:00 AM VMV START TIME: 10,30 AM DATE: 9-6-18 TOTAL ဝ္ဂ PACE SPEED: "70V71+80UND NUMBER OF VEHICLES 10 OBSERVER CATHY BUENDIA CRITICAL SPEED:___ ROAD CONDITION: DRY AVERAGE SPEED: DIRECTION

PACE SPEED:

CRITICAL SPEED:___

AVERAGE SPEED:

CUMULATIVE (BOTH DIRECTIONS).

SOUTH OF TWO BUNCH PALMS

CITY OF DESERTHOT SPRINGS

HCI

PALM DRIVE

TWO BUNCH PALMS TRAIL TO CAMINO CAMPANERO

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

11:00 AM - 11:30 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE

PERCENT IN PACE
POSTED SPEED LIMIT

9/6/2018

42.2 MPH 36 - 45 MPH

91.8 %

40 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE

ACC./MILLION VEH. MILES

24

4 8

2.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.25 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

28,750

2 LANES PER DIRECTION

SIGNAL - TWO BUNCH PALM TRAIL / CAMINO CAPANERO

AT TWO BUNCH PALM TRAIL / CAMINO CAPANERO

YES / YES

YES

NO PARKING ANYTIME

BIKE LANES / BUS STOPS

"SAFETY CORRIDOR" SIGNS

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS STREET LIGHTING

DRIVEWAY DENSITY OTHER

0.75

NONE

NONE

GOOD

FAIR YES / YES

--

YES

MEDIUM

PARTIAL RAISED MEDIAN ISLAND (at Two Bunch Palms)

ADJACENT LAND USE

MOBILE HOME PARK / COMMERCIAL / OPEN / MOTEL

RECOMMENDED SPEED LIMIT

40 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 40 mph speed limit is within 2.2 mph of the 85th percentile speed and meets CVC standards.

File: Palm 2018-23

		OF D	ESE	ERTHO	TSF	RIN	GS					
HCI	PALM D					TWO	BUNCH F	PALMS	TRAIL	TO CAL	MINO CAI	MPANEF
		9/6/2018	44.0			SURV	EY BY:	C. B	UEND	IA		
	TIME:	11:00 AM -		0 AM IULATIVE PE	DOENT	CHEC	KED BY:	JER	RY ST	OCK		
SPEED	2	0	40		60	86)	100				
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58					1				00.0%			
57		İ							00.0%			
<u>56</u> 55		-							00.0%			
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i51									00.0% 00.0%			
50 49									00.0%			
48 47					.		İ		00.0% 00.0%			
46			1						00.0%			
45									99.0% 97.1%	}PACE		
44 43			- 1					X 9	94.7%	}PACE		
42					-		x			PACE	85PCT	
41 40		 			x	X		7	73.1%	}PACE	33. 3.	
39				X	1 ^				16.6%	PACE	MFAN	
38 37		x		•	1.			3	32.2%	}PACE		
36	X			W						}PACE }PACE	-15PCT	
35 > 34 x	•								5.3%			
33 x 32 x		l							3.4% 1.4%			
32 A 31 X		İ			1				1.0% 0.0%			
30 X 29 X							· · · · · · · · · · · · · · · · · · ·		0.0%			
28 X									0.0% 0.0%			
27 X 26 X			Ì		1	į			0.0%			
25 X					+				0.0% 0.0%			
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22 X]			0.0% 0.0%			
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18 X 17 X						I		(0.0%			
16 X						- 1			0.0% 0.0%			
15 X					<u> </u>				0.0%			
LOWER L PERCENT PERCENT	IMIT 10 MP IMIT 10 MF FOVER PA FIN PACE:	PH PACE: CE:	45 36 2.9 91.8	MPH % %		MEDIAN	RCENTILE SPEED: RCENTILE			42.2 39.2 36.3	MPH MPH MPH	·
PERCEN	UNDER P	ACE:	5.3	%								

HARTZOG AND CRABEL INC. Consults Trathe Engineers 17892 Lefts Block, Suite 122 Toulis CA. 92680 (714) 731-9455

START TIME: 11:00 AM DATE: 9-6-18

PACE SPEED:

CUMULATIVE (BOTH DIRECTIONS)_

Radar Speed Survey Field Sheet

WEATHER BUNNY PRY AGENON CITY OF DESERT HOT SPRINGS DRIVE STREET: [JALM

TOTAL LOCATION IND BUNCH PAUMS TR TO PAM. CAMPANEKD 90 NUMBER OF VEHICLES CRITICAL SPEED: DIRECTION AVERAGE SPEED:

CUMULATIVE TOTAL END TIME: 11, 30 AM YOU TOTAL 8 PACE SPEEDI. NORTHROUND NUMBER OF VEHICLES 10 OBSERVER, CATHY BUENDIA CRITICAL SPEED:___ AVERAGE SPEED:____

CITY OF DESERTHOT SPRINGS

HCI

PALM DRIVE

CAMINO CAMPANERO TO CAMINO AVENTURA

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

11:30 AM - 12:00 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

SOUTH OF CAMINO CAMPANERO

DATE OF SURVEY

9/6/2018 46.3 MPH

85th PERCENTILE 10 MPH PACE

PERCENT IN PACE

40 - 49 MPH

POSTED SPEED LIMIT

95.5 % 45 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

24

SPEED-RELATED ACCIDENTS

1

TOTAL ACCIDENTS

5

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 0.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.09 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

29,000 2 LANES PER DIRECTION

LANE CONFIGURATION TRAFFIC CONTROLS

SIGNAL - CAMINO CAMPANERO

CROSSWALKS

AT CAMINO CAMPANERO FEW / YES

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

FEW

ON-STREET PARKING

NO PARKING ANYTIME

OTHER

BIKE LANES / BUS STOPS

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

0.50

VERTICAL CURVE

NONE

HORIZONTAL CURVE

NONE

LATERAL VISIBILITY

GOOD

ROAD CONDITIONS

FAIR

SIDEWALKS/DRIVEWAYS STREET LIGHTING

PARTIAL / FEW NO

DRIVEWAY DENSITY

LIGHT

OTHER

2 WAY LEFT TURN LANE

ADJACENT LAND USE

MOBILE HOME PARK / RESIDENTIAL / OPEN

RECOMMENDED SPEED LIMIT

45 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 45 mph speed limit is within 1.3 mph of the 85th percentile speed and meets CVC standards.

File: Palm 2018-24

HCI PALM DRIVE	
DATE: 0/0/0040	CAMINO CAMPANERO TO CAMINO AVENTUI
DATE: 9/6/2018 TIME: 11:30 AM - 12:00 PM	SURVEY BY: C. BUENDIA
TIME: 11:30 AM - 12:00 PM CUMMULATIVE PERCENT	CHECKED BY: JERRY STOCK
<u>SPEED 20 40 60</u>	80 100
60	100.0%
59 58	× 100.0%
57	× 100.0%
56	× 100.0% × 100.0%
55	X 100.0%
53	x 100.0%
54 53 52	X 100.0%
51 50	× 100.0% × 100.0%
49	X 100.0%
48 47	× 99.4% }PACE × 97.8% }PACE
47	× 92.2% }PACE
46 45	81.6% }PACE85PCT
44 X	62.6% }PACE
43 x]	45.3% PACE MEAN 31.3% PACE
42 41 x	19.6% }PACE
41 X 40 X	12.3% }PACE15PCT
39 x	6.7% }PACE 3.9%
38 x 37 x	2.2%
37 A 36 X	1.7%
35 X	1.1% 0.0%
34 x 33 x	0.0%
33 x 32 x	0.0%
31 X	0.0% 0.0%
30 x 29 x	0.0%
28 X	0.0%
27 x	0.0% 0.0%
26 X 25 X	0.0%
24 X	0.0%
23 x	0.0%
22 x	0.0%
21 X 20 X	0.0%
19 x	0.0%
18 X	0.0%
17 X 16 X	0.0%
15 x	0.0%
LIDDED LIMIT 40 MDU DA OT	0.0%
UPPER LIMIT 10 MPH PACE: 49 MPH	
LOWER LIMIT 10 MPH PACE: 40 MPH	85th PERCENTILE SPEED: 46.3 MPH
PERCENT OVER PACE: 2.2 %	MEDIAN SPEED: 44.3 MPH
PERCENT IN PACE: 95.5 %	15th PERCENTILE SPEED: 41.4 MPH
PERCENT UNDER PACE: 3.9 %	

HARTZOG AND CRABILL INC. Contains Traine Enginees 11892 Lehn Bled, Suite 122 Tustia CA 97689 (714) 731-9455

START TIME: 11:30 AM

81-9-18

Radar Speed Survey Field Sheet

WEATHER: DANNY
ROAD CONDITION: KY LOCATION CAMPANERO TO CAMINO AVENTURA AGENCY: CITY OF DESERT HOT SPRINGS STREET: PALM DRIVE

TOTAL NUMBER OF VEHICLES DIRECTION AVERAGE SPEED:

7 CUMULATIVE P 12:00 PM TOTAL END TIME PACE SPEED: NUMBER OF VEHICLES OBSERVER, CATHY BUENDIA CRITICAL SPEED:___ DIRECTION AVERAGE SPEED:____

PACE SPEED.

CRITICAL SPEED:___

CUMULATIVE (BOTH DIRECTIONS)_

CITY OF DESERTHOT SPRINGS

HCI

PALM DRIVE

CAMINO AVENTURA TO DILLON RD

DATE: TIME:

9/13/2018

SURVEY BY:

C. BUENDIA

10:00 AM - 10:20 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE POSTED SPEED LIMIT **SOUTHBOUND ONLY **

SOUTH OF CAMINO AVENTURA

9/13/2018 56.8 MPH 49 - 58 MPH 76.9 % **55 MPH**

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

3

1.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.15 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING OTHER

29.000

2 LANES PER DIRECTION

SIGNAL - DILLON AT DILLON

FEW / YES FEW

NO PARKING ANYTIME BIKE LANES / BUS STOPS

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES) VERTICAL CURVE

HORIZONTAL CURVE LATERAL VISIBILITY **ROAD CONDITIONS**

SIDEWALKS/DRIVEWAYS

STREET LIGHTING **DRIVEWAY DENSITY**

OTHER

0.92

NONE NONE GOOD **FAIR**

PARTIAL / NO (curbs only -SB only)

NO LIGHT

2 WAY LEFT TURN LANE

ADJACENT LAND USE

COMMERCIAL / OPEN

RECOMMENDED SPEED LIMIT

55 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 55 mph speed limit is within 1.8 mph of the 85th percentile speed and meets CVC standards.

**NOTE: SOUTHBOUND ONLY IS IN JURISDICTION OF CITY OF DHS

File: Palm 2018-25

CITY OF DESERTHOT SPRINGS

HCI

PALM DRIVE

CAMINO AVENTURA TO DILLON RD

SURVEY BY: C. BUENDIA

DATE: 9/13/2018 TIME: 10:00 AM - 10:20 AM

CHECKED BY:

JERRY STOCK

SOUTHBOUND ONLY

1 1						
		CUM	MULATIVE PERC	ENI	400	
SPEED	20	40	60	80	100	400.00/
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59	İ				х	
58	I			İ	Х	94.2% }PACE
57	1				X	86.5% }PACE
57	j			x		76.9% }PACE85PC
56				x		68.3% }PACE
55	1		i .j	^		59.6% }PACE
54 53 52	1		×	. 1		59.0% PACE
53	1		X			50.0% }PACEMEA 41.3% }PACE
52			x			41.3% }PACE
51	i	X		1		32.7% }PACE
50		X				32.7% }PACE 25.0% }PACE
40	J	^		1		19.2% PACE
49	, ×					14.4%15PC
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46 X						5.8%
45 X						2.9%
44 X	ļ					1.0%
43 X	1			1		0.0%
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16 X						0.076
15 X			i i	i		0.0%

58 MPH UPPER LIMIT 10 MPH PACE: 49 MPH 85th PERCENTILE SPEED: 56.8 MPH LOWER LIMIT 10 MPH PACE: MEDIAN SPEED: 53.0 MPH 5.8 % PERCENT OVER PACE: 15th PERCENTILE SPEED: 48.1 **MPH** 76.9 % PERCENT IN PACE: 0.0 % PERCENT UNDER PACE:

HARTZOG AND CRABILL INC.

Radar Speed Survey Field Sheet

AGENON OITY OF DESERT HOT SPRINGS STREET PALM DRIVE

TOTAL LOCATION CAMING AVENTURA TO DILLION RD NUMBER OF VEHICLES AVERAGE SPEED:

7 START TIME: 10:00 AM 10:20 AM 9-13-18 TOTAL END TIME NUMBER OF VEHICLES OBSERVER: CATHY BUENDIA WEATHER: SUNNY ROAD CONDITION: DRY AVERAGE SPEED:

So CAM AVENTURA

CUMULATIVE (BOTH DIRECTIONS)_

CRITICAL SPEED:

CITY OF DESERTHOT SPRINGS

HCI

PALM DRIVE

DILLON RD TO SOUTH CITY LIMITS (SALVIA RD)

DATE:

9/13/2018

SURVEY BY:

C. BUENDIA

TIME:

10:30 AM - 10:55 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

SOUTHBOUND ONLY (BTWN 18TH TO SCL) SOUTH OF DILLON

9/13/2018 64.7 MPH 55 - 64 MPH 75.6 % 60 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES

3.50 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.10 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC **ON-STREET PARKING**

OTHER

29,000

24

7 15

2 LANES PER DIRECTION

SIGNAL - DILLON / PAUL / I-10 FWY WB & EB RAMPS

AT DILLON NO / YES YES

NO PARKING ANYTIME

BIKE LANES

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

3 35

NONE NONE GOOD

FAIR to POOR

PARTIAL / NO (curbs only-sb only)

NO LIGHT

2 WAY LEFT TURN LANE

ADJACENT LAND USE

COMMERCIAL / OPEN

RECOMMENDED SPEED LIMIT

60 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The City of Desert Hot Springs and City of North Palm Springs share the jurisdiction for this segment. The section from Dillon Road to 18th Street both north and south directions are within DHS city limits, and from 18th Street to the south city limit only the southbound direction is within DHS jurisdiction. The posted speed limit for this area is 60 mph. This roadway has one lane of travel per direction. The adjacent land uses are commercial, open undeveloped land, and the I-10 freeway with ramps. With the speed data showing an 85th percentile speed of 64.7 mph, it is recommended that the existing speed 60 mph be maintained.

File: Palm 2018-26

^{**} NOTE: 18TH ST TO SCL - SOUTHBOUND ONLY IS IN JURISDICTION OF CITY DHS

HCI	PALM D		O L IV 1 11	DILLO	N RD TO :	SOUTH CITY			<u>))</u>
1101	DATE.	9/13/2018	40.EE ANA	SURVE	EY BY: (ED BY:		:. BUENDI ERRY ST		
			UMMULATIVE	PERCENT	-		٦	JON	
SPEED 75	2	0	40	60	80) <u>10</u>	157.1%		
74 73							157.1% 157.1%		
72 71							157.1% 157.1%		
70							157.1%		
69 68 67						×	157.1% 157.1%		
67 66	·				>		151.1% 146.6%		
65				x			139.8%	}PACE	85PCT
65 64 63 62							126.3% 121.1%	}PACE	
61			X				112.0%	}PACE	
60 59		x <u>x</u>		į			100.0% 78.9%	}PACE	-MEAN
59 58 57	х						61.7% 43.6%	PACE PACE	
56							31.6%	PACE	15PCT
	x						15.0%	11 7102	101 01
53 52							9.0% 3.8%		
51 X 50 X							0.8% 0.0%		
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44 X 43 X				ļ			0.0% 0.0%		
42 X 41 X							0.0%		
40 X							0.0%		
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il 361x							0.0%		
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26 X 25 X							0.0%		
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23 X 22 X 21 X							0.0% 0.0%		
20 X							0.0%		
19 X 18 X							0.0%		
17 X 16 X							0.0%		
15 X							0.0%		
LOWE PERC	R LIMIT 10 MER LIMIT 10 I	MPH PACE: PACE:	64 MPH 55 MPH 14.8 % 75.6 %		MEDIA	ERCENTILE SF N SPEED: ERCENTILE SF		64.7 59.8 55.3	MPH MPH MPH
	ENT IN PAC ENT UNDER		75.6 % 9.6 %		ioui Pi	LIVOEINTILE OF	LED.	JJ.J	ivu- 1 I

CUMBLATIVE MPH TOTAL 602 START TIME: 10, 30 AM END TIME: 10:55 AM 101A 9-13-18 Radar Speed Survey Field Sheet DATE OF VEHICLES CRITICAL SPEED: NUMBER OF OBSERVER: Cathy Buendia ROAD CONDITION: DEY WEATHER: CHANING DIRECTION: AVERAGE SPEED: TOTAL 30 PACE SPEED: TO SOUTH CITY LINE AGENCY. LITY OF DESERT HOT SPRINGS NUMBER OF VEHICLES CRITICAL SPEED: CUMULATIVE (BOTH DIRECTIONS) STREET, DALM DRIVE LOCATION: DILLON RD AVERAGE SPEED: DIRECTION:

CITY OF DESERTHOT SPRINGS

HCI

PIERSON BOULEVARD

HWY 62 TO SKYBORNE DR

DATE: 8/31/2018

9:00 AM - 10:30 AM

SURVEY BY:

C. BUENDIA

TIME:

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

EAST OF HWY 62 (Twenty-nine Palms)

8/31/2018 56.9 MPH

50 - 59 MPH

59.0 %

55 MPH (EB)

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING OTHER

2,700

1 LANE (EB) / 2 LANES (WB)

SIGNAL - SKYBORNE / STOP - HWY 62

AT SKYBORNE

NO / NO

FEW

NO STOPPING ANYTIME

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY

ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING

DRIVEWAY DENSITY OTHER

1.02

SEVERAL SLIGHT UP/DOWNHILL GRADES

NONE

LIMITED SIGHT DISTANCE (areas of slight)

GOOD

NO / NO (EB) - PARTIAL / NO (WB)

YES (northside)

NONE

SOLID DBL YELLOW CENTERLINE

DIRT SHOULDERS (EB)

ADJACENT LAND USE

RESIDENTIAL (NF) / OPEN

RECOMMENDED SPEED LIMIT

55 MPH

SPEED LIMIT CHANGE

NO CHANGE - POST WB

JUSTIFICATION:

The recommended 55 mph speed limit is within 1.9 mph of the 85th percentile speed and meets CVC standards. For enforcement, it is recommended that a 55 mph speed sign be posted for the westbound direction west of Skyborne Drive.

NF = NON FRONTING TO ROADWAY

File: Pierson 2018-27

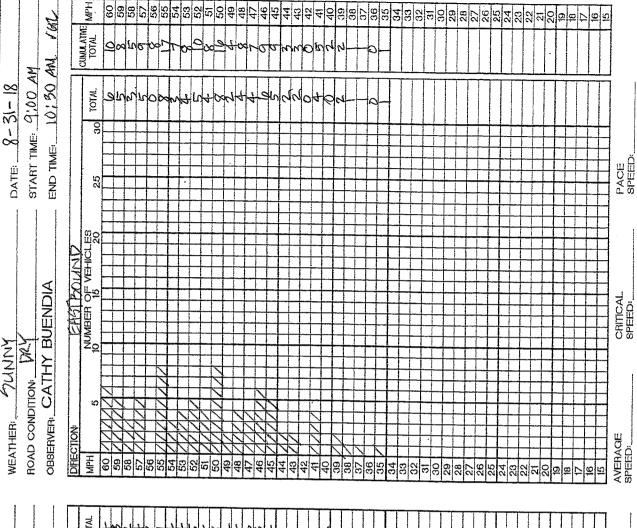
i			EKIHO	SPRING	G S		
HCI	PIERSON	N BOULEVARI	2	HWY	62 TO SKYBOR	RNE DR	
	DATE: 8	/31/2018	-			BUENDIA	
		9:00 AM - 10	1-30 AM			RRY STOCK	
i	111111111111111111111111111111111111111		MMULATIVE PER		ICLOUI. GE	1	
SPEED	20				100		
60				1	>	100.0%	
59					X	93.8% }PAC	
58		1		1	X	88.8% }PAC	
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56 55					Х	80.1% }PAC	=85PC1
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50			Х			44.1% }PACI	
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47		, x				26.7%	
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17 X	I					0.0%	
16 X						0.0%	
15 X	I		l		L	0.0%	
LIDDED	LIMIT 10 MP	PH PACE.	59 MPH				
				OE1L DE	EDOENTH F OPE	ED. FA	, jani
i	R LIMIT 10 MF		50 MPH		ERCENTILE SPE		
	NT OVER PA		0.0 %		N SPEED:	51.2	
	NT IN PACE:		9.0 %	15th PE	RCENTILE SPE	ED: 44.7	MPH
PERCE	NT UNDER F	PACE:	0.0 %				

HARTZOG AND CHABIL INC. Consult batt Colours 11331 Wit Red, Salt 123 Julio et 12620 (111) 313-348.

Radar Speed Survey Field Sheet

AGENCY. CITY OF DESERT. HOT SPRINGS
STREET, PERSON BOLLEVARY
ROAD OF LOCATION HWY 62 TO SKY BORNE DR

| State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | State | Stat



CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

PIERSON BOULEVARD

SKYBORNE DR TO INDIAN CANYON DR

DATE:

8/31/2018

SURVEY BY:

C BUENDIA

TIME:

10:30 AM - 11:20 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

WEST OF INDIAN CANYON

DATE OF SURVEY

8/31/2018 55.2 MPH

85th PERCENTILE 10 MPH PACE

PERCENT IN PACE

48 - 57 MPH

76.3 %

POSTED SPEED LIMIT

55 MPH (WB)

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

24

SPEED-RELATED ACCIDENTS

0

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

2,650

LANE CONFIGURATION

1 LANE PER DIRECTION

AT SKYBORNE / KAREN

TRAFFIC CONTROLS

SIGNAL - SKYBORNE / KAREN - STOP - INDIAN CANYON

CROSSWALKS

NO / FEW

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

NO STOPPING ANYTIME (Karen to Skyborne)

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

1.60

VERTICAL CURVE

SEVERAL SLIGHT UP/DOWNHILL GRADES

HORIZONTAL CURVE

NONE LIMITED SIGHT DISTANCE (areas of slight)

LATERAL VISIBILITY

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

NO / NO (EB) - PARTIAL / NO (WB)

STREET LIGHTING

YES (north-side)

DRIVEWAY DENSITY

NONE

OTHER

PAINTED ISLAND / SINGLE DASHED CENTERLINE DIRT SHOULDERS (curb-sidewalk wb Karen to Skyborne)

ADJACENT LAND USE

RESIDENTIAL (NF) / BUSINESS / OPEN

RECOMMENDED SPEED LIMIT

55 MPH

SPEED LIMIT CHANGE

NO CHANGE - POST EB

JUSTIFICATION:

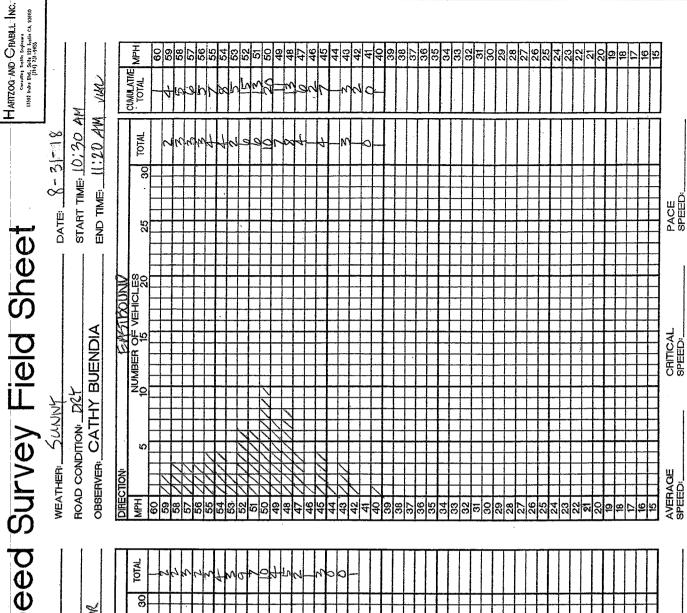
This section of Pierson Boulevard is a two lane roadway with slight up-down grades. A 55 mph speed sign is posted westbound only. The recommended 55 mph speed limit is within 0.2 miles of 85th percentile speed and meets CVC standards. Also for enforcement, a 55 mph speed sign should be installed eastbound east Skyborne Drive.

IIC		BOULEVARD		SKYBOF		IDIAN CANYON D	R
HC	DATE: 8	/31/2018	•	SURVEY	BY: C. E	BUENDIA	
		0:30 AM - 11:	20 AM	CHECKE		RY STOCK	
			MULATIVE PERC	ENT			
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60 59					Â	99.3%	
58		İ			x	96.3%	
57					x	92.6% }PACE	
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55 54				x	X	79.3% }PACE	JF C 1
54 53				x Î		73.3% PACE	
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50 49		×	х			34.1% }PACE	ni
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42	x]		2.2%	
41	X					0.7% 0.7%	
39	X X					0.0%	
38	X					0.0%	
37	X					0.0% 0.0%	
36 35	X					0.0%	
34	x	1			1	0.0%	
33	x					0.0%	
32 31	X				1	0.0% 0.0%	
30	X					0.0%	
29	х					0.0%	
28	X	j				0.0% 0.0%	
27 26	X X					0.0%	
25	X					0.0%	
24	x					0.0%	
23 22	X					0.0% 0.0%	
21	x	1				0.0%	
20						0.0%	
19	x					0.0% 0.0%	
18 17	X Y					0.0%	
16	X					0.0%	
15	x	<u> </u>				0.0%	
UPP	ER LIMIT 10 MI	PH PACE:	57 MPH				
	VER LIMIT 10 M		48 MPH	85th PER	CENTILE SPE	ED: 55.2	MPH
	CENT OVER PA		1.9 %	MEDIAN	SPEED:	50.1	MPH
	CENT IN PACE		6.3 %	15th PER	CENTILE SPE	ED: 46.7	MPH
	CENT UNDER		1.9 %				

Radar Speed Survey Field Sheet

LOCATION SKY BORNE DR. TO INDIAN CANYON AGENOW LITT OF DESERT HOT SPRINGS STREET: PIERSON BOULEVARED

TOTAL PACE SPEED. NEW POUNT NUMBER OF VEHICLES 10 CRITICAL SPEED: AVERAGE SPEED:



CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

PIERSON BOULEVARD

INDIAN CANYON DR TO LITLLE MORONGO RD

DATE:

8/31/2018

SURVEY BY:

C. BUENDIA

TIME:

11:30 AM - 12:10 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

PERCENT IN PACE
POSTED SPEED LIMIT

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE WEST OF LITTLE MORONGO

8/31/2018 54.0 MPH 42 - 51 MPH 66.4 %

50 MPH

(50 mph Advisory at curve)

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES

24 0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS
PEDESTRIAN/BICYCLES

TRUCK TRAFFIC

ON-STREET PARKING

OTHER

6.700

1 LANE PER DIRECTION

STOP - INDIAN CANYON / LITTLE MORONGO

NONE NO/YES

NO

NOT RESTRICTED, NONE OBSERVED
AREAS OF NARROW AND WIDE ROADWAY

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

HORIZONTAL CURVE LATERAL VISIBILITY

ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

1.00

GRADUAL UP/DOWNHILL GRADES (over bridge/wash)

GRADUAL "S" CURVE

LIMITED SIGHT DISTANCE (areas of slight)

FAIR

NO / YES (WB) - NO / NO (EB)

YES

FEW

LITTLE SECTION OF SIDEWALK WB

SOLID DBL YELLOW CENTERLINE / DIRT SHOULDERS

ADJACENT LAND USE

MOBILE HOME PARK / CHURCH / OPEN

RECOMMENDED SPEED LIMIT
SPEED LIMIT CHANGE

NO CHANGE

50 MPH

JUSTIFICATION:

The recommended 50 mph speed limit is within 4.0 mph of the 85th percentile speed and meets CVC standards.

File: Pierson 2018-29

***		OF D			1 401	SPI	KING	i S LCANVO	מלו ואר	TOUT	LEMO	RONGO RD
<i>HCI</i>		N BOULE	VARD				SURVE			BUEND		NONGO ND
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58 57			- 1			[>	<i>(</i> ^.	91.4%		
56		1	1)		90.7%		
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20 X		1								0.0% 0.0%		
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17 X			l			1				0.0%		
16 X		1								0.0%		
15 X						<u> </u>				0.0%		
UPPER	LIMIT 10 M	IPH PACE:	;	51	MPH							
	R LIMIT 10 N				MPH		85th PE	RCENTI	LE SPE	ED:	54.0	MPH
	NT OVER F				%			N SPEED			47.9	MPH
	NT IN PACE				%			RCENTI		ED:	43.1	MPH
	NT UNDER				%							
1 11/01	iti OHDLIN	· · · · · ·	•		,,							

HARTZOG-AND-CRABEL-INGcomuley traffe Engines 11592 bett Blds, Safe 1227 futtle CA 97580 (214) 734-9455

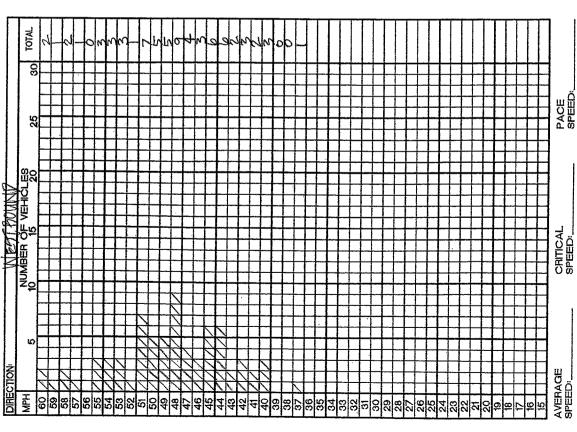
31-18

DATE

Radar Speed Survey Field Sheet

WEATHER: SUNNY

AGENCY: CITY OF DESERT STREET: PLERSON BOWNEVARD LOCATION INDIAN CANKON DR TO LITTLE MORONGO



CUMULATIVE (BOTH DIRECTIONS).

CITY OF DESERTHOT SPRINGS

HCI

PIERSON BOULEVARD

LITTLE MORONGO RD TO ATLANTIC / GOLDEN EAGLE

DATE:

8/31/2018

SURVEY BY:

C. BUENDIA

TIME:

12:15 PM - 12:55 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

WEST OF GOLDEN EAGLE

8/31/2018 51.6 MPH 44 - 53 MPH

74.3 %

50 MPH / *25 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

7,200

2 LANES PER DIRECTION (drop lane near Lil Morongo)

SIGNAL - ATLANTIC-GOLDEN EAGLE / STOP - LITTLE MORONGO

AT GOLDEN EAGLE

NO / YES

FEW

NO PARKING ANYTIME

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

SLIGHT UP/DOWNHILL GRADES

NONE

LIMITED SIGHT DISTANCE (Areas of)

GOOD NO/NO

YES

NONE

SOLID DBL YELLOW CENTERLINE / PAINTED ISLAND

ADJACENT LAND USE

MOBILE HOME PARK / ELEM SCH / OPEN

RECOMMENDED SPEED LIMIT

50 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 50 mph speed limit is within 1.6 mph of the 85th percentile speed and meets CVC standards.

File: Pierson 2018-30

^{* 25} mph When Children Present, School Zone

TICT		BOULEVARD		ITTLE MORONG		NTIC / GOLDE	N FAGL
HCI	DATE: 8	/31/2018		SURVEY BY:		BUENDIA	
		2:15 PM - 12:	55 PM	CHECKED BY:		RRY STOCK	
	111112. 1		MULATIVE P				
SPEED	20	40		60 80		400.09/	
60 59					X	100.0% 98.0%	
58				i	x]	96.1%	
57			1		х	96.1%	
<u>56</u> 55					X X	94.7% 92.1%	
53 54					x^	91.4%	
54 53 52			İ		x	90.8% }PACE	
52			·		X	86.2% }PACE 82.9% }PACE	9EDC
51 50					X	78.9% PACE	
49				x		69.1% }PACE	
48				X		64.5% PACE	
47 46		1	x	X	1	56.6% }PACE 43.4% }PACE ·	MEAN
45		×				31.6% }PACE	
44		×		ļ		22.4% }PACE	
43 42	X X					16.4% 13.2%	15PC
41	x ^					8.6%	
40	Х					6.6%	
39 × 38 ×	(3.3% 2.0%	
37 X						1.3%	
36 X						1.3% 0.7%	
35 X 34 X	:					0.0%	
33 X						0.0%	
32 X 31 X						0.0% 0.0%	
30 X						0.0%	
29 x						0.0%	
28 X 27 X						0.0% 0.0%	
26 X						0.0%	
25 X						0.0%	
24 X 23 X						0.0% 0.0%	
22 x						0.0%	
21 X						0.0%	
20 X 19 X				1		0.0% 0.0%	
18 X						0.0%	
17 X				ļ.		0.0% 0.0%	
16 X 15 X						0.0%	
	LIMIT 10 MF	PH PACE:	53 MPH				
	R LIMIT 10 M		44 MPH		ERCENTILE SPE		MPH
	NT OVER PA		7.1 %		N SPEED:	46.5	MPH
	NT IN PACE		4.3 %	15th Pl	ERCENTILE SPE	ED: 42.6	MPH
PERCE	NT UNDER I	PACE: 10	6.4 %				

HARTZOG-AND-CRABEL-ING

Controlley Trathe Engineers 11592 Judes Blod. Suite 122 Fusio CA. 92680 (714) 721-9455

CUMULATIVE TOTAL

TOTAL

Radar Speed Survey Field Sheet

END TIME: 12,56 PM /AL DATE: 8-31-18 START TIME: 12:15 10 ATLANTIC - GOLDEN EASIE OBSERVER, CATHY BUENDIA WEATHER: SULNINY ROAD CONDITION: DRY MORON GO RD STREET PIERSON BOULEVARD AGENCY: CITY OF DE 到下口 LOCATION.

WESTROUND NUMBER OF VEHICLES 10 DIRECTION: MPH TOTAL 30 NUMBER OF VEHICLES 9

PACE SPEED:

CRITICAL SPEED:___

AVERAGE SPEED:____

PACE SPEED.

CRITICAL SPEED:

AVERAGE

CUMULATIVE (BOTH DIRECTIONS).

CITY OF DESERTHOT SPRINGS

HCI

PIERSON BOULEVARD

ATLANTIC / GOLDEN EAGLE TO WEST DR

DATE:

8/31/2018

SURVEY BY:

C. BUENDIA

TIME:

1:00 PM

- 1:45 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

PERCENT IN PACE

POSTED SPEED LIMIT

WEST OF WEST DR

8/31/2018 46.1 MPH

37 - 46 MPH 79.1 %

45 MPH / *25 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS **CROSSWALKS**

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC ON-STREET PARKING

OTHER

7,450

2 LANES PER DIRECTION

SIGNAL - WEST / ATLANTIC-GOLDEN EAGLE

AT WEST / CHOLLA (sch) / ATLANTIC-GOLDEN EAGLE (sch)

YES / YES

FEW

NO STOPPING ANYTIME

BIKE LANES

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING **DRIVEWAY DENSITY**

OTHER

VERY SLIGHT UP/DOWNHILL GRADES

NONE GOOD GOOD

YES / YES

YES LIGHT

RAISED MEDIAN ISLAND / 2 WAY LEFT TURN CENTERLANE

ADJACENT LAND USE

SHERIFF / COUNTY OF RIVERSIDE / FIRE STN / RESIDENTIAL / HIGH SCH / COMMERCIAL

RECOMMENDED SPEED LIMIT

45 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 45 mph speed limit is within 1.1 mph of the 85th percentile speed and meets CVC standards.

* 25 mph When Children Present, School Zone

File: Pierson 2018-31

IIC		BOULEVARD				LDEN EAG	LE TO WEST DR
HC	DATE: 8	/31/2018	.		IRVEY BY:	C. BUEN	
		1:00 PM - 1:4	15 PM		IECKED BY:	JERRY S	
	1 11V1L.	CUM	MULATIVE PERC		LOILD DI.		3.00.
SPEED	20				80	100	•
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56						X 100.0	
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53					ł	x 100.0	
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51						X 98.7 X 96.2	
50 49						x 94.3	
48]			×	91.8	%
47					X	88.6	
46 45					X	84.8 76.6	% }PACE85PCT % }PACE
45 44				×	^	65.8	% PACE
43			×			58.2	% PACE
42			Х				% }PACE % }PACEMEAN
41 40		<u> </u>	X				% PACE WEAN
39		x				22.8	% }PACE
38	x					14.6	% }PACE15PCT
37	×				1	11.4	% PACE
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34	X .				İ	1.9	
33	X					0.6	
32 31	X X]	0.0	
30	Χ					0.0	%
29	X					0.0	
28 27	X		*			0.0	
26	X					0.0	
25	X					0.0	
24	X				l	0.0	
23 22	X X					0.0	
21	x					0.0	%
. 20	X					0.0	
19	X					0.0	
18 17	x					0.0	
16	X				1	0.0	%
15	X					0.0	%
LOW	ER LIMIT 10 MF /ER LIMIT 10 M	PH PACE:	46 MPH 37 MPH		th PERCENTIL		46.1 MPH 41.8 MPH
1	CENT OVER PA		5.2 %		DIAN SPEED: h PERCENTIL		38.1 MPH
	CENT IN PACE CENT UNDER I		9.1 % 5.7 %	151	ii percentil	E OPEED.	30.1 WIPH

HARTZOG-AND CRABILL-INGcountry vane tegens 17592 tein Blad, Sall 127 Julia Ct. 97680 (714) 731-955

Radar Speed Survey Field Sheet

AGENCY: CLTY OF DESERT HOT SPRINGS
STREET: PLERSON BOULEVARD
LOCATION ATLANTY - GOLDEN EAGLE TO WEST DR

8 4 4 8 4 4 8 4 82 CUMULATIVE IME 1145 PM START TIME: 1:00 PM TOTAL 8-31-စ္တ END TIME PACE SPEED DATE 23 NUMBER OF VEHICLES CRITICAL SPEED: OBSERVER: CATHY BUENDIA WEATHER! CHANNY ROAD CONDITION: AVERAGE SPEED:____ DIRECTION S S

CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

PIERSON BOULEVARD

WEST DR TO PALM DR

DATE:

9/7/2018

SURVEY BY:

C. BUENDIA

11:30 AM - 12:00 PM TIME:

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

PERCENT IN PACE

POSTED SPEED LIMIT

9/7/218 37.1 MPH 29 - 38 MPH

WEST OF PALM

81.8 % 35 MPH

35 MPH LEGEND ONLY (WB)

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC **ON-STREET PARKING**

OTHER

7.400

24 0

2 LANES PER DIRECTION

SIGNAL - WEST / PALM, STOP - CACUTUS

AT WEST / CACTUS / PALM

FEW / YES

YES YES

BUS STOPS

SEVERAL AREAS OF RED CURB

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS SIDEWALKS/DRIVEWAYS STREET LIGHTING

DRIVEWAY DENSITY

OTHER

0.51

NONE NONE GOOD

GOOD YES / YES

YES

MODERTE

PARTIAL RAISED MEIDAN ISLAND & 2 WAY LEFTS

ADJACENT LAND USE

COMMERCIAL / BUSINESS

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph speed limit is within 2.1 mph of the 85th percentile speed and meets CVC standards.

File: Pierson 2018-32

HCI	PIERSON BOULEVARD					WEST DR TO PALM DR					
HCI	DATE:	9/7/218				SURVEY BY:		BUENDI	Α		
		11:30 AM	- 12:00	PM		CHECKED BY	: JE	RRY STO	OCK		
			CUMMU	LATIVE PER			400				
SPEED	2	:0	40	6	0,	80	100 X	100.0%			
60 59					1		x				
58 58		1					X				
57		1	- 1				X				
56							x	100.0% 100.0%			
55			- 1				x				
54 53							X	100.0%			
52					1		Х				
51							X				
50							X	100.0% 100.0%			
49 48			1				x	100.0%			
47		1	1				х	100.0%			
46							X				
45						İ	X	100.0% 100.0%			
44			1				X X	•			
43 42		1					X	99.3%			
41							X	98.6%			
40							X	97.9%			
39							X X	93.0%	}PACE		
38 37						x	^	84.6%	PACE -	85PCT	
36		İ	1			X		79.7%	PACE		
35	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					x		72.0%	PACE		
34		ł	i	v	×			51.0%	PACE		
33 32		1	Υ	Х		i		39.2%	PACE	MEAN	
31		×	1	1				27.3%	}PACE		
30		X						18.2%	}PACE	4FDCT	
29	X	1			1			8.4%	PACE -	15PC1	
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26 x		1	1		1			0.7%			
25 X								0.7%			
24 X					ì			0.0% 0.0%			
23 X 22 X		ł			-			0.0%			
21 x		ļ			}			0.0%			
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19 X	•	l	l			·		0.0%			
18 X		-	1		1			0.0% 0.0%			
17 X 16 X								0.0%			
15 X				-				0.0%			
Ī											
UPPER LIMIT 10 MPH PACE: 38 MPH LOWER LIMIT 10 MPH PACE: 29 MPH 85th PERCENTILE SPEED: 37.1 MPH										MOU	
	LOWER LIMIT 10 MPH PACE: 29 MPH							בבט:	37.1	MPH	
PERCENT OVER PACE: 9.8 %						MEDIAN SPEED:			32.9	MPH	
PERCENT IN PACE: 81.8 % 15th PERCENTILE SPEED: 29.4 MPH											
PERCE	PERCENT UNDER PACE: 8.4 %										

ARTZOG AND CRABEL-ING.
Concords Trathe Engines.
17592 Intel 814, Soil 122 Trathe CA 97899

Radar Speed Survey Field Sheet

AGENCY. CITY OF DESERT HOT SPRINGS
STREET, PLERSON BOULEYARD
LOCATION, WEST DR 10 PAUM DR

| DIRECTION | WIEGZITSQUIND | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Sectio

CUMULATIVE TOTAL 12:00 PM VAL 11.30 AM 9-7-18 TOTAL START TIME: END TIME: PACE SPEED: DATE NUMBER OF VEHICLES CRITICAL SPEED:___ OBSERVER, CATHY BUENDIA HOAD CONDITION: DRY WEATHER! SUNNY AVERAGE SPEED:____ DIRECTION MPH 21 28 28 29

CUMULATIVE (BOTH DIRECTIONS)

CITY OF DESERTHOT SPRINGS

HCI

PIERSON BOULEVARD

PALM DR TO MIRACLE HILL RD

DATE:

9/7/2018

SURVEY BY:

C. BUENDIA

TIME:

12:10 PM - 12:45 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY

85th PERCENTILE

10 MPH PACE

PERCENT IN PACE POSTED SPEED LIMIT EAST OF PALM

9/7/2018

35.9 MPH

28 - 37 MPH

92.7 %

35 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC,/MILLION VEH. MILES 24

0 2

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES TRUCK TRAFFIC

ON-STREET PARKING

OTHER

2.600

2 LANES PER DIRECTION / 1 LANE EAST OF VERBENA

SIGNAL - PALM / STOP - OCOTILLO / MESQUITE / VERBENA

AT PALM / OCOTILLO / MESQUITE / VERBENA

YES / YES

NO

YES

PARKING CUT-OUTS (Palm-Ocotillo)

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE

LATERAL VISIBILITY

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING **DRIVEWAY DENSITY**

OTHER

0.98

SLIGHT UP/DOWNHILL GRADES

NONE (bend on to Miracle Hill - EB)

GOOD GOOD

YES / YES

YES

MEDIUM

PARTIAL RAISED MEDIAN ISLAND -2 WAY LEFTS - SOLID DBL YELLOW

ADJACENT LAND USE

SMALL STORES & SHOPS (Palm-Mesquite) / RESIDENTIAL/ CHURCHES

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 35 mph speed is 0.9 mph of the 85th percentile speed and meets CVC standards.

File: Pierson 2018-33

HCI	PIERSON BOULEVARD				PALM DR TO MIRACLE HILL RD				
	DATE:	9/7/2018			SURVEY BY:	C. BUEN	DIA		
	TIME:	12:10 PM	- 12:45 PM		CHECKED BY:	JERRY S	TOCK		
			CUMMULATIVE PER		00	100			
SPEED		20	40 60	,	80	100 x 100.0°	%		
60 59						× 100.0			
58						× 100.09			
57				ĺ		X 100.09			
56						2 100.0° 2 100.0°			
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44 43		1		ļ		x 100.0			
42		Í		1		x 100.0°			
41						<u> </u>			
40				1		X 100.0° X 100.0°			
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36		-		1	х	86.09	% }PACE		
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33 32			x x	1	1	41.39	% }PACE MEAN		
31		×		l		30.79	% }PACE		
30		х		1			% }PACE		
29	X					12.7	%		
28 27 x	X			1	I	2.79	% A MOL		
26 x		į				0.79	%		
25 X				1		0.0			
24 X						0.0			
23 X 22 X						0.0			
21 X						0.0			
20 X				T		0.0			
19 X				1	1	0.0			
18 X		1			1	0.00			
17 X 16 X		İ		1		0.0			
15 X						0.09			
	LIMIT 10	MPH PACE:	37 MPH						
LOWER	R LIMIT 10	MPH PACE:	28 MPH		85th PERCENTI	LE SPEED:	35.9 MPH		
PERCE	NT OVER	PACE:	4.7 %		MEDIAN SPEED):	32.9 MPH		
	NT IN PAC		92.7 %		15th PERCENTI	LE SPEED:	29.3 MPH		
	NT UNDE		2.7 %						

HARTZOG-AND-CRABEL-ÍNC...
CRAWING TRAIR CRÁINE A
17597 MAN BHJ, SKÍL 123 TAIR CA
(714) 731-9153

Radar Speed Survey Field Sheet

AGENCY: CITY OF DESERT HOT SPRINGS STREET: PIERSON BOULEVARD LOCATION YALM DR TO MIRACUE HILL RD

CUMULATIVE PM VOIL START TIME: 12,10 PM 9-7-18 TOTAL 12:45 END TIME: PACE SPEED: DATE NUMBER OF VEHICLES OBSERVER: CATHY BUENDIA CRITICAL SPEED: __ ROAD CONDITION: DRY WEATHER! SUNNY AVERAGE SPEED:____ DIRECTION

CUMULATIVE (BOTH DIRECTIONS) _

CITY OF DESERTHOT SPRINGS

HCI

TWO BUNCH PALMS TRAIL

LITTLE MORONGO RD TO WEST DR

DATE:

9/13/2018

SURVEY BY:

C. BUENDIA

TIME:

11:45 AM - 12:20 PM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

EAST OF LIL MORONGO

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

9/13/2018 47.9 MPH 41 - 50 MPH

PERCENT IN PACE

78.1 %

POSTED SPEED LIMIT

35 / 45 MPH (WB) - 45 (EB)

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

24

SPEED-RELATED ACCIDENTS **TOTAL ACCIDENTS**

n

ANNUAL ACCIDENT RATE ACC./MILLION VEH, MILES 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

3,750

LANE CONFIGURATION TRAFFIC CONTROLS

1 LANE PER DIRECTION STOP - LI'L MORONGO / WEST

CROSSWALKS PEDESTRIAN/BICYCLES AT WEST

TRUCK TRAFFIC

NO / NO

ON-STREET PARKING

FEW YES

OTHER

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE HORIZONTAL CURVE SLIGHT UP/DOWNHILL GRADES

LATERAL VISIBILITY

LIMITED SIGHT DISTANCE (at grades)

ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS

PARTIAL / FEW

STREET LIGHTING DRIVEWAY DENSITY YES LIGHT

OTHER

NAROW + WIDE ROADWAY "SUBJECT TO FLOODING" SIGNS

ADJACENT LAND USE

INDUSTRIAL / BUSINESS / OPEN

RECOMMENDED SPEED LIMIT

45 MPH

SPEED LIMIT CHANGE

CONFLICTING SPEEDS - REMOVE 35 MPH

JUSTIFICATION:

This portion of Two Bunch Palms Trail is a two lane roadway. It has a conflicting speed limit signs posted westbound with 35 mph and 45 mph. Adjacent land uses are industrial and business. With the speed survey results showing an 85th percentile speed of 47.9 mph and a 10 mph pace range of 41 to 50 mph, it is recommended that the existing 45 mph be maintained and the 35 mph sign be removed westbound.

NOTE: This segment not in previous Speed Survey 2010

File: Two Bunch Palm 2018-34

CITY OF DESERTHOT SPRINGS **HCI** TWO BUNCH PALMS TRAIL LITTLE MORONGO RD TO WEST DR DATE: 9/13/2018 SURVEY BY: C. BUENDIA TIME: 11:45 AM - 12:20 PM CHECKED BY: **JERRY STOCK CUMMULATIVE PERCENT** SPEED 20 60 80 100 60 100.0% 59 100.0% 58 100.0% 57 100.0% 56 100.0% 55 100.0% 54 100.0% 53 100.0% 52 51 100.0% 98.5% 50 97.8% }PACE 49 Х 90.5% }PACE 48 X 85.4% PACE 47 79.6% \PACE ---85PCT 46 71.5% }PACE 45 65.0% PACE х 44 х 51.1% }PACE 43 х 43.1% 3PACE --- -- MEAN 42 Х 31.4% }PACE 41 26.3% }PACE 40 19.7% 39 х 14.6% ---15PCT 38 Х 11.7% 37 х 8.0% 36 35 6.6% 5.1% 34 3.6% 33 32 31 X 3.6% 2.9% Х 2.2% 30 1.5% 29 X 28 X 0.0% 0.0% 27 0.0% 26 X 0.0% 0.0% 24 X 0.0% 23 X 22 X 0.0% 0.0% 21 X 20 X 0.0% 0.0% 19 X 0.0% 18 X 0.0% 17 X 0.0% 16 X 0.0% 0.0% **UPPER LIMIT 10 MPH PACE:** 50 **MPH** LOWER LIMIT 10 MPH PACE: 41 **MPH** 85th PERCENTILE SPEED: 47.9 MPH PERCENT OVER PACE: 2.2 % **MEDIAN SPEED:** 43.9 **MPH** PERCENT IN PACE: 78.1 % 15th PERCENTILE SPEED: **MPH** 39.1

PERCENT UNDER PACE:

19.7

%

HARTZOG AND CRABILL INC.
COMPLY TROP ENTRY
17592 here Bld. Sold 173 Turis CA 92690
(214) 731-3455

Radar Speed Survey Field Sheet

AGENCY, CITY OF DESERT HOT SPRINGS STREET, TWO BUNDLY PALMS TRAIL LOCATION, LITTLE MORONGO RD TO WEST DR

88878848998898 CUMULATIVE TOTAL 12120 AM START TIME: 11,46 AM 9-13-18 TOTAL ဗ္ဗ END TIME PACE SPEED: NUMBER OF VEHICLES OBSERVER: CATHY BUENDIA CRITICAL SPEED:___ ROAD CONDITION: DRY WEATHER: 5 UNIV AVERAGE SPEED:

CUMULATIVE (BOTH DIRECTIONS).

CITY OF DESERTHOT SPRINGS

HCI

TWO BUNCH PALMS TRAIL

WEST DR TO PALM DR

DATE:

8/30/2018

SURVEY BY:

C. BUENDIA

TIME:

2:35 PM -

3:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY DATE OF SURVEY 85th PERCENTILE

10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

WEST OF PALM

8/30/2018 41.0 MPH 32 - 41 MPH

81.4 %

40 MPH / *25 MPH

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS 0 **TOTAL ACCIDENTS** 2

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

LANE CONFIGURATION TRAFFIC CONTROLS

CROSSWALKS PEDESTRIAN/BICYCLES

TRUCK TRAFFIC **ON-STREET PARKING**

OTHER

3.750

2 LANES PER DIRECTION

SIGNAL - PALM / STOP - CACTUS / WEST AT PALM / CACTUS (sch) / WEST (sch)

FEW / NO NO

NO

BIKE ROUTE (WB)

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

HORIZONTAL CURVE LATERAL VISIBILITY

ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

OTHER

0.50

SLIGHT UP/DOWNHILL GRADES

NONE GOOD GOOD YES / YES

YES LIGHT

WIDE ROADWAY / 2 WAY LEFT TURN CENTERLANE

BUS STOPS

ADJACENT LAND USE

RESIDENTAIL (NF) / POST OFFICE / COMMERCIAL (at Palm) / SCHOOL

RECOMMENDED SPEED LIMIT

40 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

The recommended 40 mph speed limit is within 1.0 mph of the 85th percentile speed and meets CVC standards.

DATE: 8/30/2018 TIME: 2:35 PM	HCI	TWO BU	NCH PALMS	TRAIL		WEST DR TO	PALM	DR		
TIME: 2.35 PM - 3.15 PM CHECKED BY: JERRY STOCK		DATE: 8							Α	
SPEED 20				3:15 PM		CHECKED BY:	JE	RRY STO	OCK	
So			Cl	JMMULATIVE PER			400			
Section		20		40 6	<u>) </u>	80		100.0%		
58					1					
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A1	43					, ,	Х			
## ACE ##	42								3PACE8	5PCT
Sample	40				 					
State	39				1	×		69.8%	}PACE	
36	38				×			61.0%	}PACE	
35	36				ł			43.0%	3PACE N	MEAN
33	35	•	X					33.7%	}PACE	
Sample S	34		X		l			23.8%	PACE	
31 X 3.5% 2.3%	33		i					8 1%	PACE1	5PCT
30 X					1			3.5%	1	
28 X	30 X	(
10					1					
26 x	27 x									
24 X	26 X									
23 x	25 X									
22 X	24 X									
21 x	22 X							0.0%		
19 X 18 X 17 X 16 X 15 X UPPER LIMIT 10 MPH PACE: 41 MPH LOWER LIMIT 10 MPH PACE: 32 MPH 85th PERCENTILE SPEED: 41.0 MPH PERCENT OVER PACE: 15.1 % MEDIAN SPEED: 36.8 MPH PERCENT IN PACE: 81.4 % 15th PERCENTILE SPEED: 33.0 MPH	21 X				 					
18 X	20 X				1	1				
17 0.0%	18 X			1						
UPPER LIMIT 10 MPH PACE: 41 MPH LOWER LIMIT 10 MPH PACE: 32 MPH 85th PERCENTILE SPEED: 41.0 MPH PERCENT OVER PACE: 15.1 % MEDIAN SPEED: 36.8 MPH PERCENT IN PACE: 81.4 % 15th PERCENTILE SPEED: 33.0 MPH	17 X				1			0.0%		
UPPER LIMIT 10 MPH PACE: 41 MPH LOWER LIMIT 10 MPH PACE: 32 MPH 85th PERCENTILE SPEED: 41.0 MPH PERCENT OVER PACE: 15.1 % MEDIAN SPEED: 36.8 MPH PERCENT IN PACE: 81.4 % 15th PERCENTILE SPEED: 33.0 MPH	16 X									
LOWER LIMIT 10 MPH PACE: 32 MPH 85th PERCENTILE SPEED: 41.0 MPH PERCENT OVER PACE: 15.1 % MEDIAN SPEED: 36.8 MPH PERCENT IN PACE: 81.4 % 15th PERCENTILE SPEED: 33.0 MPH	XICE .		<u> </u>					0.0%		
LOWER LIMIT 10 MPH PACE: 32 MPH 85th PERCENTILE SPEED: 41.0 MPH PERCENT OVER PACE: 15.1 % MEDIAN SPEED: 36.8 MPH PERCENT IN PACE: 81.4 % 15th PERCENTILE SPEED: 33.0 MPH	UPPER	R LIMIT 10 MI	PH PACE:	41 MPH						
PERCENT OVER PACE: 15.1 % MEDIAN SPEED: 36.8 MPH PERCENT IN PACE: 81.4 % 15th PERCENTILE SPEED: 33.0 MPH	LOWE	R LIMIT 10 M	PH PACE:			85th PERCENT	ILE SPE	ED:	41.0	MPH
PERCENT IN PACE: 81.4 % 15th PERCENTILE SPEED: 33.0 MPH										
	1							ED:		
				3.5 %			0. 6			· ·

HARTZOG-AND-C-RABILL- INC.
CONVENT TRAIN ENGINE AS 1727 TATE OF 197590
(711) 731-9455

- 30-18

Radar Speed Survey Field Sheet

WEATHER! SUNNY

AGENCY CITY OF DESERT HOT SPRINGS STREET TWO BUNCH PALMS TRAIL LOCATION WEST DR TO PALM DR | Diffection | Winders Of Various | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section | Section |

CUMULATIVE START TIME: 2:35 PM END TIME: 3,15 PM TOTAL 8 PACE SPEED: EAST BOUND NUMBER OF VEHICLES 10 OBSERVER, CATHY BUENDIA CRITICAL SPEED:__ ROAD CONDITION DRY AVERAGE SPEED: DIRECTION

CUMULATIVE (BOTH DIRECTIONS) _

CITY OF DESERTHOT SPRINGS

HCI

TWO BUNCH PALMS TRAIL

PALM DR TO MIRACLE HILL RD

DATE:

8/30/2018

SURVEY BY:

C. BUENDIA

TIME:

1:50 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

8/30/2018

2:30 AM

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE

39.7 MPH 31 - 40 MPH

PERCENT IN PACE

80.0 %

POSTED SPEED LIMIT

35 MPH (EB) / *25 MPH

WEST OF VERBENA

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED

SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

0 3

24

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)

0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

3,300 LANE CONFIGURATION 1 LANE PER DIRECTION

TRAFFIC CONTROLS

SIGNAL - PALM / STOP - OCOTILLO W/FLASHING BEACON

CROSSWALKS

AT PALM / OCOTILLO (sch)

PEDESTRIAN/BICYCLES

YES / YES

TRUCK TRAFFIC **ON-STREET PARKING** NO

YES

OTHER

BUS STOPS / BIKE LANES

ON-STREET PARKING HEAVY AT SCHOOL RELEASE

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

HORIZONTAL CURVE

LATERAL VISIBILITY

ROAD CONDITIONS

SIDEWALKS/DRIVEWAYS STREET LIGHTING

DRIVEWAY DENSITY

OTHER

1.07

GRADUAL UP/DOWNHILL GRADES (DIP AT MARK DR)

SWEEPING "S" EAST OF VERBENA

LIMITED SIGHT DISTANCE (east of Verbena)

GOOD

YES / YES

NO

LIGHT

WIDE ROADWAY

SOLID DBL YELLOW CENTERLINE

ADJACENT LAND USE

RESIDENTIAL / MIDDLE SCHOOL / RESORT-SPA / OPEN / COMMERCIAL (at Palm)

RECOMMENDED SPEED LIMIT

35 MPH

SPEED LIMIT CHANGE

NO CHANGE - POST WESTBOUND

JUSTIFICATION:

This section of Two Bunch Palms Trail is a two lane roadway. The adjacent land uses are residential, a middle school, a resort spa and commercial. The roadway has slight up-down grades with a dip at Mark Drive and a sweeping "S" curve east of Verbena Drive. With the speed data showing an 85th percentile speed of 39.7 mph, it is recommended that the existing 35 mph speed limit remain. For enforcement, a 35 mph speed sign should be posted for the westbound direction west of Miracle Hill Road.

				SPRING		
HC	TWO BUI	NCH PALMS T	<u>RAIL</u>		R TO MIRAC	<u>E HILL RD</u>
	DATE: 8	/30/2018		SURVEY		BUENDIA
	TIME: 1	1:50 AM - 2:		CHECKE	D BY: JEI	RRY STOCK
			MULATIVE PER		400	
SPEED	20	40	60	80	100	100.0%
60 59					â	
58					×	100.0%
57					×	100.0%
56	·			ļ	x	
55 54						100.0%
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51					X	100.0% 100.0%
50 49					·	100.0%
48					x	100.0%
47			į		X	100.0%
46					X	100.0% 100.0%
45 44					â	100.0%
43					x	97.9%
42			Ī		. х	94.5%
41			<u> </u>		×	90.3% 86.9% }PACE
40 39			<u> </u>	l 🖈	^	80.0% }PACE85PCT
38				x l		76.6% }PACE
37				X	į	73.8% }PACE 64.1% }PACE
36 35			x	X		54.5% }PACE
34		×	i			40.0% }PACE MEAN
33		×				29.7% }PACE
32	~	X				24.1% PACE 13.8% PACE15PCT
31	x					6.9%
29	x					4.1%
28	X					2.1%
27 26	X					1.4% 0.0%
25	<u>^</u>					0.0%
24	X					0.0%
23	X			·		0.0%
22 21			İ			0.0% 0.0%
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19	X					0.0%
18						0.0% 0.0%
17 16					•	0.0%
15	x					0.0%
		N. D. C.	40 1451			
i	ER LIMIT 10 MF		40 MPH	AP	AELITI = AEE	ED. 00.7 MEN
	ER LIMIT 10 M		31 MPH .		CENTILE SPE	
	CENT OVER PA		3.1 %	MEDIAN S		34.7 MPH
!	CENT IN PACE		0.0 %	15th PER	CENTILE SPE	ED: 31.1 MPH
PER	CENT UNDER I	PACE:	6.9 %			

HARTZOG-AND-CRABILL-INC. Consultry Traine Engineers 17692 Ionin Bhut, Suite 172 Tustin CA. 92889 (714) 731-9455

Radar Speed Survey Field Sheet

TO MIRACLE HILL RD AGENCY CITY OF DESERT HOT SPRINGS STREET TWO BUNCH PALMS TRAIL LOCATION YALM DR

TOTAL NVA BOUNT NUMBER OF VEHICLES CRITICAL SPEED:___ AVERAGE SPEED: 9

CUMULATIVE TOTAL 3 START TIME: 1:50 PM 2:30 PM DATE: 8-30-18 TOTAL 30 END TIME: PACE SPEED: NUMBER OF VEHICLES OBSERVER, CATHY BUENDIA CRITICAL SPEED: ROAD CONDITION, DRY WEATHER! SUNNY AVERAGE SPEED:____ DIRECTION ္တ

PACE SPEED.

CUMULATIVE (BOTH DIRECTIONS) _

CITY OF DESERTHOT SPRINGS

HCI

WEST DRIVE

MISSION LAKES BL TO PIERSON BL

DATE:

9/7/2018

SURVEY BY:

C. BUENDIA

TIME:

10:20 AM - 10:50 AM

CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE 10 MPH PACE PERCENT IN PACE

9/7/2018 35.6 MPH 28 - 37 MPH

87.0 %

POSTED SPEED LIMIT

30 MPH / *25 MPH

SOUTH OF 6TH ST

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS 24 0

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH, MILES 0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC

3,750

LANE CONFIGURATION

1 LANE PER DIRECTION

TRAFFIC CONTROLS

SIGNAL - PIERSON / STOP - 4TH (FLASHING BEACON) / 8TH / MISSION LAKES

CROSSWALKS

AT PIERSON / 2ND (sch) / 3RD (sch) / 4TH (sch) / MISSION LAKES

PEDESTRIAN/BICYCLES

YES / YES NO

TRUCK TRAFFIC **ON-STREET PARKING**

NO PARKING ANYTIME

OTHER

BUS STOPS

DESIGNATED BIKE LANES

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

NONE

1 01

HORIZONTAL CURVE

SLIGHT - GRADUAL UP/DOWNHILL GRADES

LATERAL VISIBILITY ROAD CONDITIONS

FAIR

SIDEWALKS/DRIVEWAYS STREET LIGHTING

YES / YES YES

DRIVEWAY DENSITY

MEDIUM

OTHER

SOLID DBL YELLOW CENTERLINE

LIMITED SIGHT DISTANCE (areas of)

MANY CROSS STREETS

ADJACENT LAND USE

RESIDENTIAL (NF) / WENZLAFF ELEM SCH / LIBRARY / SKATE PARK / PRE SCH

RECOMMENDED SPEED LIMIT

30 MPH

SPEED LIMIT CHANGE

NO CHANGE

JUSTIFICATION:

This portion of West Drive is a two lane roadway. The current speed limit is 30 mph with a 25 mph speed when children present in the school zone. Field observations include many crosswalks near elementary school, heavy school age pedestrian and bicycle traffic, heavy cross streets, no parking anytime, painted bike lanes, slight to gradual up and downhill grades, areas of limited sight distance at grades, and a steep dip at 8th Street. Although the speed data may suggest a higher speed but with the characteristics of area and areas of limited sight distance due to the roadway grades and dips, it is recommended that the existing 30 mph speed limit be maintained.

File: West 2018-37

HCI	WEST		J L O			MISSIC	N LAKE	SBLT	O PIER	SON BL	=
nci	DATE:	9/7/2018				SURVE			BUENDI		
	TIME:	10:20 AM	- 10:	50 AM		CHECK	ED BY:	JEF	RRYSTO	CK	
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35						X			79.0%	}PACE -	85PCT
34		- 1				Х		1	73.2%	}PACE	
33 32		ı		×	×				67.4% 57.2%	3PACE	
32 31				× ^	1			- 1	42.8%	PACE	MEAN
30			X						32.6%		
29		×			i				21.7%	PACE -	-15DCT
28	X	ı							7.2%	PACE -	101-01
27 26	X X	ı							4.3%		
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24 X					1				0.0% 0.0%		
23 X 22 X		1						į	0.0%		
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16 ×		1							0.0%		
15 X				<u> </u>					0.0%		
LIDDED	I INDIT 40	MPH PAC	⊏ ∙	37 MPH							
1				28 MPH		SEH DE	RCENTIL	FSDE	ED.	35.6	MPH
		MPH PAC					N SPEED			31.5	MPH
	NT OVEF			5.8 %					ED.	28.2	MPH
	NT IN PA			7.0 %		15th PE	RCENTIL	_c	ED.	20.2	WEST
PERCE	NT UNDE	R PACE:	•	7.2 %							

HARTZOG-AND CRABILL-INC. comulty Trains Conjugar 17822 Late 1844, Selle 122 Galle CA. 97890 (714) 731-9153

Radar Speed Survey Field Sheet

AGENCY CITY OF DESERT HOT SPRINGS
STREET: WEST ORIVE
LOCATION: MISSION LAKES BL TO PIERSON BL

TOTAL

470 1 4 13 0 UND NUMBER OF VEHICLES

10

8

DIRECTION

WEATHER: 7UNNY
ROAD CONDITION: 24-7-18
START TIME: 10,20 AM
OBSERVER: CATHY BUENDIA
END TIME: 10,50 AM VMC

| Diffection | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NORTHBOUND | NOR

PACE SPEED:

CRITICAL SPEED:__

AVERAGE SPEED:____

PACE SPEED

CRITICAL SPEED:___

AVERAGE SPEED: CUMULATIVE (BOTH DIRECTIONS).

CITY OF DESERTHOT SPRINGS

77		7	7
П	L	1	L

WEST DRIVE

PIERSON BL TO TWO BUNCH PALMS TRAIL

DATE:

9/6/2018

SURVEY BY:

C. BUENDIA

TIME:

12:45 PM -

1:30 PM CHECKED BY:

JERRY STOCK

PREVAILING SPEED DATA

LOCATION OF SURVEY

DATE OF SURVEY 85th PERCENTILE

10 MPH PACE PERCENT IN PACE

POSTED SPEED LIMIT

SOUTH OF PIERSON

9/6/2018 38.3 MPH

32 - 41 MPH 89.1 %

35 MPH / 25 MPH*

ACCIDENT HISTORY

NO. OF MONTHS OBSERVED SPEED-RELATED ACCIDENTS

TOTAL ACCIDENTS

ANNUAL ACCIDENT RATE ACC./MILLION VEH. MILES 24

0

0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY) 0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS

AVERAGE DAILY TRAFFIC LANE CONFIGURATION

TRAFFIC CONTROLS

CROSSWALKS

PEDESTRIAN/BICYCLES

TRUCK TRAFFIC ON-STREET PARKING

OTHER

3,300

1 LANE PER DIRECTION

SIGNAL - PIERSON / STOP - TWO BUNCH PALMS / IRONWOOD / HACIENDA

AT PIERSON /TWO BUNCH PALMS (sch) / IRONWOOD (sch) / HACIENDA

FEW / FEW

NO YES

> BUS STOPS **BIKE ROUTE**

ROADWAY FACTORS

LENGTH OF SEGMENT (MILES)

VERTICAL CURVE

HORIZONTAL CURVE LATERAL VISIBILITY ROAD CONDITIONS SIDEWALKS/DRIVEWAYS

STREET LIGHTING DRIVEWAY DENSITY

RECOMMENDED SPEED LIMIT

OTHER

SLIGHT UP/DOWNHILL GRADES

NONE GOOD

GOOD YES / YES

YES

HEAVY

"DO NOT PASS" SIGNS POSTED ALONG ROADWAY

SOLID DBL YELLOW CENTERLINE

ADJACENT LAND USE

RESIDENTIAL (facing) / CHURCH

SPEED LIMIT CHANGE

NO CHANGE

35 MPH

JUSTIFICATION:

The recommended 35 mph speed limit is within 3.3 mph of the 85th percentile speed and meets CVC standards.

*25 MPH When Children Present, School Zone

File: West 2018-38

	ис			OF DES					TO TW	O BUNG	CH PALM	S TRAIL
	HCl	DATE:		/6/2018				EY BY:		BUENDI		
		TIME:		2:45 PM - 1:	30 PM		CHEC	KED BY:	JE	RRY ST	OCK	
ſ	ĪT			CUN	MULATIVE			0	100			
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		ER LIMIT 10			41 MPH		OE#L F	ERCENT	HE CDE	ED.	38.3	MPH
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		CENT UND			7.0 %		i Jui F	COLINI	ILL OIL		02.0	11
	רבותי	PEIAL CIADI	_1 \ 1	AUL.	1.0 /0							

HARTZOG, AND CRABILL INC.
17592 Livin Bid, Soid 123 Living CA 92609
(714) 231-9455

Radar Speed Survey Field Sheet

STREET, WEST DRIVE STREET, WEST DRIVE

DIRECTION

OTHER STATE

OFFICE STATE

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CUMULATIVE TOTAL 100 START TIME: 12,45 PM 1:30 PM TOTAL ဓ္ဌ END TIME. PACE SPEED: DATE: NORTH BOUNT NUMBER OF VEHICLES 10 OBSERVER, CATHY BUENDIA CRITICAL SPEED:___ WEATHER: SUNIN ROAD CONDITION: DRY AVERAGE SPEED: DIRECTION

PACE SPEED.

CRITICAL SPEED:

AVERAGE SPEED: CUMULATIVE (BOTH DIRECTIONS)

APPENDIX B



TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS (NHTSA) National Highway and Traffic Safety Administration.

(IACP) International Association of Chiefs of Police.

16202 Keats Circle Westminster, Calif. 92683 R.H.F. is a certified independent testing and repair facility.

	Westminster, Cal						-				
1	TEST ID	Date Received	18	Certification		7.	3150	0			
2	DEVICE ID	Make Applied Concepts		Model S Dual SL o	talker- r DSR		e (1-IV) IV		irectional radar □ Yes X No	Same direct	ion □ No
	321102 E	Counting unit S/N 8	72	Antenna-1	S/N 0.	26	727	A	ntenna-2 S/N O	3353	9
3	§ 2.4 / § 5.4 TUNING FORK	Low speed fork S/N 248728	Last d	late calib.	Freq. (H	z)	Speed (m	iph) M	leasured (Hz) 2609	(3199)	
	CALIBRATION	High speed fork S/N	Last d	late calib.	Freq. (H	z)	Speed (m		leasured (Hz)	(PASS)	FAIL
				eed (mph)		Lo fork			High fork 40		
	§ 2.5 / § 5.5	Stationary mode		peed (mph)		25	<u></u>		4 <i>0</i>	-	
4	RADAR DEVICE TUNING FORK TESTS	Moving mode Opposite Direction	TARGET (Hi fork -	SPEED	Expected (mph)			Display (mph)		PASS	FAIL
	•	Moving mode Same Direction	TARGET Hi fork + Hi fork -	Lo fork	Expected (mph)	65 15		Display (mph)	ed. 65		
	§ 2.6.1. / § 5.6.1	Standard supply Voltage (V) 13.		Intenna 1 Treq. GHz	34.71	2	Anteni Freq. (na 2 THz	34.715		
5	TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage – 20% (V) 10. Standard supply	.8 V F	ntenna 1	34.71	2	Anteni Freq. (na 2 GHz	34.715	PASS	FAIL
	§ 2.6.5 / § 5.6.5		.3 V F	req. GHz 3	34,71		Freq. (HzN/A	34,715		
6	POWER DENSITY	(max mW/cm) ≤	2 P	ower (mW/cn	n) .5	4	Power	(mW/cm)		(PASS)	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE		10.8		3 V		(V)	eactivates 9,4		PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlat B. Functioning audio					XY XY		No No	PASS	FAIL
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. PASS			Test re		'A55	-		PASS	FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets B. Selects only targets			ır	□ Ye				PASS	FAIL
		Stationary mode:	L	ow speed spec	. 12		Lo spec		12		
.	§ 2.12.7 / § 2.12.8 /	target channel (mph)		i speed spec.	200		Hi spee		200		
11	5.12.7 / 5.12.8 LOW AND HIGH	5.12.7 / 5.12.8 Moving Mode		Low speed spec. 20 Lo speed				20	(PASS)	FAIL	
	SPEED DISPLAY TEST			i speed spec.				d disp.	200		
	·	Moving Mode: patrol channel (mph)	-	ow speed spee			Lo spee		<u>15</u>	1	
12	§ 2.13 / § 5.13		H	i speed spec.	79		Hi spee	a aisp.	79	(F100)	
13	RFI TEST LABORATORY									PASS	FAIL
13	COMMENTS	This radar device n	neets or e	xceeds the	minimal	oner	ational s	standar	ds of the Nation	al Traffic	
14	NHTSA/IACP CERTIFICATION	Highway Safety Ad	ministrai	tion. Calif	ornia Ve	hicle	Code Se	ction 40	08 <i>02</i> 💢	PASS []	FAIL
		Certified by: Rol	rest	Frie	eaen	/			Date: 7-2	3-201	8
15	INVENTORY	par Fork Cert	Manual Other: (ple	¥ 2 [™] .	Ant.	XR	emote	□ E	Battery		
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Radar Certification

P-GE		- -2
STATE STATES OF	Certificate of Completion and Competency DOPPLER RADAR OPERATION Name Gathy. Buendia 2 Title Lechnician	WYNY KINDER
	Department Transportation	Ĕ
ZN'SKKKETE	has successfully completed a course of instruction in the operation of Moving Car and Stationary Doppler Radar and is deemed competent to utilize the same Doppler Radar to determine the velocity of motor termines. 7/23/91	CKKKKKKKKK
B	Date Instructor	É
	316 East Ninth Stroot	E
ă	Subsidiaries of MPB, Inc.	Š

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