



**TRAFFIC AND SAFETY COMMISSION
MEETING AGENDA**

MONDAY, JUNE 29, 2026 AT 6:00 PM

**CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA**

COMMISSION MEMBERS

**MARIA KNOX, CHAIR
SYLVIA TAKEYAMA, VICE-CHAIR
SANDRA HERNANDEZ, COMMISSIONER
RUBEN BEAS, COMMISSIONER
SONIA HOLGUIN, COMMISSIONER**

CITY STAFF

**RAUL ALVAREZ, CITY MANAGER
LUIS LOPEZ, POLICE CHIEF
TREVOR MORGAN, TRAFFIC SERGEANT
CESAR ROLDAN, DIRECTOR OF PUBLIC WORKS
JOSEPH PALOMBI, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
MATTHEW RAMOS, ASSISTANT DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
ADAM MITCHELL, TRAFFIC SERGEANT
DENNIS D. BARNES, TRAFFIC ENGINEER
DANIEL GUTIERREZ, ASSISTANT ENGINEER**

NOTICES

This Traffic and Safety Commission Meeting will be held in person and will meet at **City Hall – City Council Chambers, 1600 West Beverly Boulevard, Montebello, California**. The meeting will be live streamed and can be watched on the City's website at: <https://cityofmontebello.com/government/live-streaming.html>, and may also be viewed on Spectrum Public Access Channel 3 for all Spectrum cable subscribers.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act (ADA) any person with a disability who requires special accommodations in order to participate in a meeting should contact Samantha Leyva at (323) 887-1200 ext. 1483 Monday-Thursday from 7:30 a.m.-5:30 p.m. Please call 48 hours prior to the meeting to ensure that reasonable arrangements can be made to provide accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II 1203). If you require translation services, please contact us 24 hours before this meeting.

PUBLIC COMMENTS:

In-Person: For those interested in participating during the Public Comment period(s) or public testimony period for Public Hearings of the Commission meetings, you may address the Commission in person on the day of the meeting. Speakers will be required to complete a speaker card provided at the door and submit it to Samantha Leyva, Management Analyst, prior to each Public Comment announcement period. Staff will number and call each speaker card in the order received.

RULES OF DECORUM:

Pursuant to Section 54957.95 of the Government Code, the presiding member of the legislative body conducting a meeting, or their designee, is authorized to remove, or cause the removal of, an individual for disrupting the meeting. Any such removal will be preceded by a warning to the disruptive individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to promptly cease their disruptive behavior may result in their removal.

AGENDA MATERIALS: The agenda and agenda packet related to items on this agenda are available for public inspection at City's website at: <https://www.cityofmontebello.com/government/commission.html>. The agenda cover sheets may also be emailed upon request.

IN CONSIDERATION OF OTHERS, PLEASE TURN OFF, OR MUTE, ALL CELL PHONES AND PAGERS
THANK YOU FOR YOUR COOPERATION

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRECTIONS TO THE AGENDA

PUBLIC COMMENTS (30 MINUTES)

At this time, the general public may address the Commission/Committee on any items listed on the Agenda, including items not listed on the Agenda (Non-Agenda Items) that are within subject matter jurisdiction. Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Commission/ Committee from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Chairperson.

MINUTES

1. APPROVE THE TRAFFIC AND SAFETY COMMISSION MEETING MINUTES OF APRIL 27, 2026

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the Meeting Minutes as written.

REGULAR BUSINESS

2. WHITTIER BOULEVARD PEDESTRIAN CROSSING SAFETY ANALYSIS AND RECOMMENDED ENHANCEMENTS AT ELEVEN (11) UNCONTROLLED CROSSINGS

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Receive and file the attached Safety Evaluation report and recommended Crossing Enhancements for eleven (11) uncontrolled crossings on Whittier Boulevard Corridor; and
2. Listen to the PowerPoint Presentation by the Bowman Consultant team about the Whittier Pedestrian Safety Analysis Recommended Enhancement at the uncontrolled crossings; and
3. Approve and/or comment on the report recommendations listed in Table 4 and request detailed cost estimates from the consultant for each recommended enhancement and submittal to the Public Works Department for further consideration and presentation to City Council for possible funding.

3. REVIEW OF 2026 ENGINEERING AND TRAFFIC SURVEY REPORT

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Review and comment on the updated changes to the posted speed limits for roadway segments contained in the 2026 Engineering and Traffic Survey where changes are warranted based on the Engineering and Traffic Survey findings, consistent with California Vehicle Code (CVC) requirements.

4. REVIEW OF 30% DESIGN OF CP-905 OLYMPIC BOULEVARD COMPLETE STREETS PROJECT

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Review and comment on the 30% design of CP-905 Olympic Boulevard Complete Streets project.

5. **NORTH VAIL AVE AND WEST CLEVELAND AVE INTERSECTION STOP SIGN IMPROVEMENTS COMPLETION**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the Director of Public Works' recommendation to modify the four-way stop with LED-flashing solar stop signs at the intersection of North Vail Avenue and West Cleveland Avenue.

6. **ALL-WAY STOP SIGN STUDY AT THE INTERSECTION OF SOUTH SPRUCE STREET AND WEST LOS ANGELES AVENUE**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of South Spruce Street and West Los Angeles Avenue; and
2. Approve the Traffic Engineers' recommendation to deny the request for an all-way stop sign at South 5th Street and West Los Angeles Avenue but install 20 feet of red curb on each intersection approach starting at the BCR (beginning of curb ramp) to comply with the Daylighting Law and refresh the other existing red curb in the intersection.

7. **ALL-WAY STOP SIGN STUDY AT THE INTERSECTION OF SOUTH 5TH STREET AND WEST LOS ANGELES AVENUE**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of South 5th Street and West Los Angeles Avenue; and
2. Approve the Traffic Engineers' recommendation to deny the request for an all-way stop sign at South 5th Street and West Los Angeles but install 20 feet of red curb on each intersection approach starting at the BCR (beginning of curb ramp) to comply with the Daylighting Law and refresh the other existing red curb in the intersection.

8. **753 BRADSHAW STREET BLUE CURB APPLICATION**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 feet of blue curb fronting 753 Bradshaw Street, an ADA R99 (CA) sign and an ADA pavement legend.

9. **1345 CAROB WAY BLUE CURB APPLICATION**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 feet of blue curb fronting 1345 Carob Way, an ADA R99 (CA) sign and ADA pavement legend.

COMMISSION/COMMITTEE ORALS

Member announcements; requests for future agenda items; conference/meetings reports.

10. **Commissioner Beas**

1. **Double-parking on South 4th Street between West Los Angeles Avenue and West Whittier Boulevard.**

11. Vice-Chair Takeyama

1. Request to install “KEEP CLEAR” roadway markings at the intersections of Malden Avenue & Vail Avenue and Ferguson Drive & Vail Avenue. Vehicles frequently block these intersections, creating safety concerns for crossing traffic. These markings would help improve visibility and traffic flow.

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on July 27, 2026, at 6:00 p.m. at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Daniel Gutierrez, Assistant Engineer for the City of Montebello Department of Public Works, hereby certify that a copy of this agenda has been posted on or before June 25, 2026, at 5:00 p.m.

Daniel Gutierrez

Daniel Gutierrez, Assistant Engineer



**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION
REGULAR MEETING AGENDA**

MINUTES

MONDAY, APRIL 27, 2026 AT 6:00 PM

**CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA**

CALL TO ORDER

Chair Beas called to order at 6:03 p.m.

PLEDGE OF ALLEGIANCE

Chair Beas led the Commission in the pledge of allegiance.

ROLL CALL

Chair Beas, Vice-Chair Knox, Commissioner Hernandez, Commissioner Takeyama, and Commissioner Holguin were present.

CORRECTIONS TO THE AGENDA

Chair Beas asked if there were any corrections to the agenda.

Commission Liaison, Daniel Gutierrez, stated that there were no corrections to the agenda.

PUBLIC COMMENTS (30 MINUTES)

At this time, the general public may address the Commission/Committee on any items listed on the Agenda, including items not listed on the Agenda (Non-Agenda Items) that are within subject matter jurisdiction. Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Commission/ Committee from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Chairperson.

Chair Beas asked if there were any public speakers.

Commission Liaison, Daniel Gutierrez, stated that there were two (2) public speakers. The speakers were provided three minutes to speak before the Commission.

MINUTES

- APPROVE THE TRAFFIC AND SAFETY COMMISSION MEETING MINUTES OF FEBRUARY 23, 2026**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the Meeting Minutes as written.

Commissioner Takeyama made a motion to approve the minutes, seconded by Commissioner Hernandez. The motion was approved by the following vote:

MOVED: Takeyama	SECONDED: Hernandez	APPROVED: 4-0-1-0
AYES: Takeyama, Hernandez, Holguin, Beas		
NOES: None		
ABSTAIN: Knox		
ABSENT: None		

REGULAR BUSINESS

2. **EXISTING NO U-TURN MOVEMENTS AT SIX SIGNALIZED INTERSECTIONS ON NORTH MONTEBELLO BOULEVARD**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Receive and file this evaluation study for six signalized intersections on North Montebello Boulevard and the existing No U-Turn movements at each of the six signalized intersections; and
2. Approve the City Traffic Engineer’s recommendations to remove any existing No U-Turn signs at each of the six intersections listed on page 2 of this report and install a special No U-Turn sign for trucks on each available mast arm, median island and/or signal pole as appropriate for the northbound and southbound left-turn pockets on North Montebello Boulevard at the six identified intersections listed on page 3 of this report

Traffic Engineer Dennis Barnes spoke about the background of the item and recommended to receive and file the study for six signalized intersections on North Montebello Boulevard for existing "NO U-TURNS".

Commissioner Hernandez made a motion to approve the item, seconded by Commissioner Takeyama. The motion was approved by the following vote:

MOVED: Hernandez	SECONDED: Takeyama	APPROVED: 5-0-0-0
AYES: Takeyama, Hernandez, Knox, Holguin, Beas		
NOES: None		
ABSTAIN: None		
ABSENT: None		

3. **REMOVAL OF RED CURB FOR THE ADDITION OF THREE PARKING SPACES ON THE EAST-SIDE OF NORTH MONTEBELLO BOULEVARD BETWEEN WEST BEVERLY BOULEVARD AND WEST VICTORIA AVENUE, AND THE ADDITION OF RED CURB ON THE SOUTHEAST CORNER OF NORTH MONTEBELLO BOULEVARD AND LINCOLN AVENUE**

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the removal of red curb to create three parking spaces on the east-side of North Montebello Boulevard between West Beverly Boulevard and West Victoria Avenue; and
2. Approve the replacement of green curb with red curb on the east-side of North Montebello Boulevard, south of Lincoln Avenue in front of the Montebello Transit bus stop.

Director of Public Works, Cesar Roldan, spoke about the background of the item and recommended the removal of red curb to create three parking spaces on the east-side of North Montebello Boulevard between West Beverly Boulevard and West Victoria Avenue and replacement of green curb with red curb on the east-side of North Montebello Boulevard, south of Lincoln Avenue in front of the Montebello Transit bus stop

Vice-Chair Knox made a motion to approve the item, seconded by Chair Beas. The motion was approved by the following vote:

MOVED: Knox	SECONDED: Beas	APPROVED: 5-0-0-0
AYES: Takeyama, Hernandez, Knox, Holguin, Beas		
NOES: None		
ABSTAIN: None		
ABSENT: None		

4. STOP SIGN STUDY AT THE INTERSECTION OF NORTH 7TH STREET AND WEST CLEVELAND AVENUE

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of North 7th Street and West Cleveland Avenue; and
2. Approve the City Traffic Engineer's recommendations to deny the request for a stop sign installation at the intersection of North 7th Street and West Cleveland Avenue.

Traffic Engineer Dennis Barnes spoke about the background of the item and recommended to deny the request for an all-way stop sign installation at the intersection of North 7th Street and West Cleveland Avenue.

Commissioner Takeyama made a motion to approve the item, seconded by Vice-Chair Knox. The motion was approved by the following vote:

MOVED: Takeyama	SECONDED: Knox	APPROVED: 5-0-0-0
AYES: Takeyama, Hernandez, Knox, Holguin, Beas		
NOES: None		
ABSTAIN: None		
ABSENT: None		

5. 1024 SOUTH 4TH STREET BLUE CURB APPLICATION

RECOMMENDATION: It is recommended that the Traffic and Safety Commission:

1. Approve the request for the installation of 18 feet of blue curb for the disabled parking space at 1024 South 4th Street.

Traffic Engineer Dennis Barnes spoke about the background of the item and recommended approval for the installation of 18 feet of blue curb for the disabled parking space at 1024 South 4th Street.

Vice-Chair Knox made a motion to approve the item, seconded by Commissioner Hernandez. The motion was approved by the following vote:

MOVED: Knox	SECONDED: Hernandez	APPROVED: 5-0-0-0
AYES: Takeyama, Hernandez, Knox, Holguin, Beas		
NOES: None		
ABSTAIN: None		
ABSENT: None		

COMMISSION/COMMITTEE ORALS

Member announcements; requests for future agenda items; conference/meetings reports.

6. Vice-Chair Knox

1. Areas where there are no wheelchair access and no stop signs.

Wheelchair accessible sidewalks:

- Westmoreland Dr / Brighton Way
- Westmoreland Dr / Bolker Way
- Brighton Way and Bolker Way

No Stop signs:

- Westmoreland Dr / Maple Ave
- Westmoreland Dr / N.16th St
- Westmoreland Dr / Perry Ave
- Westmoreland Dr / Gardener Dr
- Westmoreland Dr / Malone Dr
- Westmoreland Dr / Coffman Dr
- Westmoreland Dr / N. 21st St
- Germain Dr / N.16th St
- Germain Dr / Marconi St
- Germain Dr / Perry Ave
- Merle Dr / Gardener Dr
- Merle Dr / Malone Dr
- Merle Dr / N. 21st St

Vice-Chair Knox stated that some locations are missing wheelchair-accessible pathways and stop signs, making travel more difficult and increasing safety risks.

DISCUSSION

7. TRAFFIC AND SAFETY COMMISSION REORGANIZATION

The Traffic and Safety Commission spoke about the reorganization of the committee and motions were made to approve the reorganization of Chair and Vice-Chair of the Traffic and Safety Commission.

Commissioner Takeyama made a motion to appoint Vice-Chair Knox to the position of Chair, seconded by Commissioner Hernandez. The motion was approved by the following vote:

MOVED: Takeyama	SECONDED: Hernandez	APPROVED: 4-0-1-0
AYES: Takeyama, Hernandez, Holguin, Beas		
NOES: None		
ABSTAIN: Knox		
ABSENT: None		

Chair Knox made a motion to appoint Commissioner Takeyama to the position of Vice-Chair, seconded by Commissioner Hernandez. The motion was approved by the following vote:

MOVED: Knox	SECONDED: Hernandez	APPROVED: 4-0-1-0
AYES: Hernandez, Knox, Holguin, Beas		
NOES: None		
ABSTAIN: Takeyama		
ABSENT: None		

8. VOTE TO POSTPONE OR CANCEL MAY 25, 2026, TRAFFIC AND SAFETY COMMISSION MEETING

Chair Knox made a motion to approve the postponement of the May 25th 2026, Traffic and Safety Commission Meeting, seconded by Commissioner Beas. The motion was approved by the following vote:

MOVED: Knox	SECONDED: Beas	APPROVED: 5-0-0-0
AYES: Takeyama, Hernandez, Holguin, Beas		
NOES: None		
ABSTAIN: None		
ABSENT: None		

ADJOURNMENT

The City of Montebello Traffic and Safety Commission will adjourn to the next Regular Meeting on May 27, at 6:00 p.m. at

City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, Daniel Gutierrez, Assistant Engineer for the City of Montebello Department of Public Works, hereby certify that a copy of this agenda has been posted on or before Thursday, April 23, 2026, at 5:00 p.m.

Daniel Gutierrez

Daniel Gutierrez, Assistant Engineer

Chair Beas adjourned the meeting at 7:17 p.m.

THE MINUTES OF MAY 25, 2026, ARE HEREBY APPROVED AND ADOPTED ON THIS 29TH DAY OF JUNE 2026.



ITEM # 2

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Barnes
Traffic Engineer

**SUBJECT: WHITTIER BOULEVARD PEDESTRIAN CROSSING SAFETY
ANALYSIS AND RECOMMENDED ENHANCEMENTS AT ELEVEN (11)
UNCONTROLLED CROSSINGS**

DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Receive and file the attached Safety Evaluation report and recommended Crossing Enhancements for eleven (11) uncontrolled crossings on Whittier Boulevard Corridor; and
2. Listen to the PowerPoint Presentation by the Bowman Consultant team about the Whittier Pedestrian Safety Analysis Recommended Enhancement at the uncontrolled crossings; and
3. Approve and/or comment on the report recommendations listed in Table 4 and request detailed cost estimates from the consultant for each recommended enhancement and submittal to the Public Works Department for further consideration and presentation to City Council for possible funding.

FISCAL IMPACT:

The estimated cost for the recommended crossing improvements is to be determined after submittal to the Public Works Department.

BACKGROUND/DISCUSSION:

The attached consultant report summarizes the evaluation of eleven (11) unsignalized intersections located along the Whittier Blvd corridor. The corridor includes multiple side-street intersections, with several nearby signalized intersections already providing

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 2 of 11

controlled crossing opportunities along the route.
The purpose of this study is to evaluate:

- The need for traffic control improvements at the subject intersections.
- Whether traffic signal warrants are satisfied.
- The appropriateness of existing pedestrian crosswalks.
- Potential pedestrian safety enhancements, including Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (HAWKs).

The study was conducted to support roadway safety, improve pedestrian accessibility, and maintain efficient traffic operations along the corridor.

1. Study Area

The study corridor as presented in the PowerPoint consists of Whittier Blvd and the following eleven unsignalized intersections:

1. Whittier Blvd and 3rd Street
2. Whittier Blvd and 6th Street
3. Whittier Blvd and 7th Street
4. Whittier Blvd and Spruce Street
5. Whittier Blvd and Greenwood Avenue
6. Whittier Blvd and 12th Street
7. Whittier Blvd and Park Avenue
8. Whittier Blvd and 18th Street
9. Whittier Blvd and 19th Street
10. Whittier Blvd and 20th Street
11. Whittier Blvd and 22nd Street

Several signalized intersections are located along the corridor and provide controlled pedestrian crossings within portions of the study area. **Figure 1** shows an aerial photograph of the study area.



Figure 1: Aerial Photograph – Whittier Blvd.

Traffic Counts

Manual peak-hour traffic counts for eleven (11) intersections along Whittier Boulevard

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

were conducted on Wednesday, March 4, 2026, to capture vehicular volumes. The data collection scope included:

- Turning Movement Counts: Conducted four (4) peak-hour turning movement counts, including bicycles and pedestrians.
- Peak-Hour Periods: Covered the morning window from 7:00–9:00 AM and the evening window from 4:00–6:00 PM.
- 24-Hour Volumes: Collected 24-hour bi-directional traffic counts on each leg of every intersection

Table 1 summarizes the ADT Volumes for Whittier Blvd. at the intersections, and detailed traffic count sheets are presented in **Appendix “A”** of the report.

No.	Street Crossing Whittier Blvd.	ADT - East	ADT - West
1	3rd Street	25,959	23,524
2	6th Street	24,149	25,343
3	7th Street	23,569	23,613
4	Spruce Street	24,308	27,156
5	Greenwood Avenue	25,289	24,222
6	12th Street	25,142	25,509
7	Park Avenue	26,192	25,835
8	18th Street	27,634	27,826
9	19th Street	28,115	28,251
10	20th Street	27,951	28,359
11	22nd Street	35,233	34,253

Table 1. ADT – Eleven (11) Intersections – Whittier Blvd

Collision Review

SWITRS (Statewide Integrated Traffic Records System) data was acquired from the CHP (California Highway Patrol) and studied to determine the frequency of traffic collisions for the subject intersections. Traffic collision records for the eleven (11) intersections were reviewed for the most recent five (5) year period (between 05/2021 and 05/2026).

Table 2 summarizes the collision records at the 11 intersections, and **Table 3** summarizes the collision records at Mid-Blocks. Detailed collision sheets are presented in **Appendix “B”**.

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 4 of 11

No.	Street Crossing Whittier Blvd.	Number of Crash 2025-2026	Number of Crash (Veh/Bike) 2025-2026	Number of Crash 5 years	Number of Crash (Veh/Bike) 5 years
1	3rd Street	1	0	6	1
2	6th Street	5	2	7	3
3	7th Street	1	0	1	0
4	Spruce Street	1	0	2	1
5	Greenwood Ave.	4	1	10	3
6	12th Street	0	0	1	0
7	Park Avenue	0	0	1	0
8	18th Street	2	0	7	0
9	19th Street	0	0	1	0
10	20th Street	0	0	1	0
11	22nd Street	2	0	2	0

Table 2. Collision History – Eleven (11) Intersections – Whittier Blvd.

No.	Between	Number of Crash 2025-2026	Number of Crash (Veh/Bike) 2025-2026	Number of Crash 5 years	Number of Crash (Veh/Bike) 5 years
1	6th Street- 5th Street	1	0	1	0
2	6th Street- 7th Street	0	0	1	0
3	Spruce St – Montebello Blvd.	1	0	2	0
4	18th Street-19th Street	1	0	2	0
5	19th Street-20th Street	1	0	1	0

Table 3. Collision History – Mid-block – Whittier Blvd.

2. Evaluation Methodology

Each intersection was evaluated based on the following criteria:

2.1 Traffic Signal Warrants

Traffic signal warrant analysis was conducted in general accordance with the requirements and guidelines of the Manual on Uniform Traffic Control Devices (MUTCD). The evaluation considered:

- Vehicular traffic volumes.
- Pedestrian crossing volumes.
- Intersection delay.
- Crash history, where available, and
- Proximity to adjacent signalized intersections.

The warrant analysis was performed to determine whether installation of a traffic signal may be justified.

2.2 Pedestrian Crossing Evaluation

Existing pedestrian crosswalks were reviewed to assess:

- Pedestrian usage and activity levels;
- Crossing demand;

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 5 of 11

- Proximity to adjacent signalized crossings;
- Safety and operational considerations; and
- Overall necessity of maintaining the crossing location.

Crosswalks located near adjacent signalized intersections, or those with minimal to no observed pedestrian activity, were evaluated for possible removal to reduce unnecessary or underutilized crossings.

2.3 RRFB and HAWK Evaluation

For locations where:

- Traffic signal warrants were not satisfied, but
- Noticeable pedestrian activity was observed,

Enhanced pedestrian crossing treatments were considered, including:

- Rectangular Rapid Flashing Beacons (RRFBs); and
- Pedestrian Hybrid Beacons (HAWKs), where appropriate.

RRFBs may improve driver awareness and pedestrian visibility at uncontrolled crossing locations without introducing full traffic signal control.

At locations with comparatively higher pedestrian activity, wider roadway crossings, higher vehicle speeds, or increased crossing difficulty, Pedestrian Hybrid Beacons (HAWKs) were also considered as a potential treatment alternative to provide additional pedestrian protection and driver compliance.

3. Findings

3.1 Traffic Signal Warrants

Based on the traffic signal warrant evaluations:

- The intersections at Whittier Blvd and Greenwood, and Whittier Blvd and 18th Street satisfy the applicable MUTCD warrants for installing a full traffic signal.
- Existing traffic volumes, pedestrian demand, and operational conditions generally do not justify signalization for other intersections under study currently.

In addition, several study intersections are located within relatively short distances of existing signalized intersections, which already provide controlled crossing opportunities along the corridor.

3.2 Crosswalk Assessment

The pedestrian crossing evaluation identified several existing crosswalks with:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 6 of 11

- Very limited or not observed pedestrian usage; and/or
- Proximity to adjacent signalized crossings.

At these locations, maintaining marked crosswalks may provide limited operational or safety benefit. Accordingly, removal of selected crosswalk markings and prohibiting pedestrian crossing may be considered to encourage pedestrians to utilize nearby controlled crossing locations.

3.3 RRFB and HAWK Considerations

Although certain intersections do not satisfy traffic signal warrants, some locations exhibited sufficient pedestrian activity to justify consideration of enhanced pedestrian crossing treatments.

At these locations:

- RRFBs may be appropriate where pedestrian demand is moderate, and roadway conditions allow for acceptable driver-yielding behavior.
- HAWK beacons may be appropriate at locations with higher pedestrian crossing demand, wider roadway crossings, higher traffic speeds, or locations where additional crossing control and driver compliance may be beneficial.

These treatments may improve:

- Driver awareness of pedestrian crossings;
- Pedestrian visibility;
- Driver yielding compliance; and
- Overall pedestrian crossing safety.

Table 4 summarizes the Warrant Analysis for each intersection. Please see Appendix ‘C’ for the details of warrant analysis.

No.	Street Crossing Whittier Blvd.	Existing Crossing Whittier Blvd.	Curb to Curb Width	Existing Center Median	Nearest Signalized Int.	Ped Volume Whittier Blvd (Peak Hour)	Traffic Signal Warrants	HAWK Warrants
1	3rd Street	East Side	56'	No	330'	0 (W) - 7 (E)	No	No
2	6th Street	Both Sides	50'	No	330'	3 (W) - 15 (E)	No	No
3	7th Street	West Side	50'	No	360'	7 (W) - 0 (E)	No	No
4	Spruce Street	Both Sides	65'	No	330'	0 (W) - 5 (E)	No	No
5	Greenwood Ave.	Both Sides	65'	West Side	330'	8 (W) - 0 (E)	✓	N/A
6	12th Street	None	65'	East Side	330'	0	No	No
7	Park Avenue	None	65'	Both Sides	316'	2 (W) - 2 (E)	No	No
8	18th Street	None	65'	Both Sides	330'	5 (W) - 1 (E)	✓	No
9	19th Street	Both Sides	77'	Both Sides	620'	6 (W) - 0 (E)	No	No
10	20th Street	None	82'	West Side	290'	0	No	No
11	22nd Street	None	77'	East Side	165'	0	No	No

Table 4. Summary of Analysis – Eleven (11) Intersections – Whittier Blvd.

4. Conclusion and Recommendations

This study evaluated eleven unsignalized intersections along the Whittier Blvd corridor to assess traffic control and pedestrian crossing conditions.

Based on the analysis performed:

- Of the eleven (11) evaluated intersections, two (2) meet the warrants for traffic signal installation at this time.
- Certain low-demand or redundant crosswalks may be candidates for removal;
- RRFB treatments may provide appropriate pedestrian safety enhancements at selected locations with observed pedestrian activity; and
- HAWK beacons may be considered at locations where additional pedestrian crossing control is warranted due to roadway or operational conditions and may be used in place of an RRFB if the City prefers.

Implementation of the recommendations presented herein is expected to improve corridor consistency, support pedestrian safety, and maintain efficient traffic operations along the study corridor.

Intersection of Whittier Blvd and 3rd Street

The intersection of Whittier Blvd and 3rd Street includes a single crosswalk across Whittier Boulevard located on the east leg of the intersection. The crosswalk is 280' from the east leg of the signalized intersection with 2nd Street, and approximately 320' west of leg of the signalized intersection of Whittier Blvd and 4th Street.

It appears that the crossing is primarily used by pedestrians traveling between the Chevrolet dealership facilities located on both sides of Whittier Boulevard. A total of ten (10) pedestrians were recorded using the crosswalk during the peak hour. Additionally, there is a marked crosswalk on the south leg.

While the intersection does not meet the warrants for traffic signals installation; because of two (2) collisions in the past 12 months, ten (10) pedestrians during the observed peak hour, and regular use of the crossing by the Chevrolet patrons, an RRFB is recommended. The FHWA Guideline and MUTCD support this targeted solution for the east leg crossing of Whittier Boulevard, safely enhancing pedestrian crossings and driver awareness without creating unnecessary vehicle delays.

Intersection of Whittier Blvd and 6th Street

The unsignalized intersection of Whittier Boulevard and 6th Street in downtown Montebello features curb ramps, bulb-outs, and marked crosswalks on all approaches. Peak-hour volumes showed 15 pedestrians on the east leg, two on the west leg crossing Whittier Boulevard. A second marked crosswalk exists approximately 270 feet east at the signalized intersection of Whittier Blvd and 5th Street.

Current traffic volumes and pedestrian activity do not meet the minimum warrants for a traffic signal. Furthermore, the intersection's crash history over the past 12 months falls

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 8 of 11

short of the thresholds required to justify one; there were only seven (7) total crashes, with just two (2) involving injuries (one involving a pedestrian and the other a bicyclist).

To enhance pedestrian safety and comply with engineering standards, we recommend the following options:

- Prohibiting pedestrian crossings across Whittier Boulevard at this intersection. Because a protected crosswalk is located just 270' east, this consolidation will eliminate high-risk crossing maneuvers. We recommend removing the pertinent crosswalk markings and reconstructing the curb ramps to serve only the east-west pedestrian paths.
- Should the city choose to prioritize the needs of local businesses and residents by retaining the crosswalk, installing a Rectangular Rapid Flashing Beacon (RRFB) on the west leg serves as an acceptable compromise.

Intersection of Whittier Blvd and 7th Street

The intersection includes a single crosswalk across Whittier Boulevard on the west leg of the intersection. The crosswalk is located approximately 250 feet east of the east leg crosswalk at the signalized Montebello Blvd intersection.

Seven pedestrians were recorded using the crosswalk during the PM peak, the highest volume observed at this location, with one crash recorded in the past 12 months.

Due to the proximity of adjacent controlled crossings at the signalized intersection of Montebello Blvd and Whittier Blvd, as well as the relatively low pedestrian usage at this location, we recommend prohibiting pedestrian crossings across Whittier Blvd. This includes removing the crosswalk and the two associated curb ramps.

Intersection of Whittier Blvd and Spruce Street

The unsignalized intersection of Whittier Boulevard and Spruce Street features curb ramps, bulb-outs, and marked crosswalks on all approaches. Peak-hour volumes showed five (5) pedestrians on the east leg crossing Whittier Boulevard.

It does not meet any of the signal warrants. The maximum pedestrian crossing on Whittier Blvd is only five (5) in peak hours. The west leg crosswalk is 260' from east leg of the signalized intersection with 10th Street, and approximately 300' west of leg of the signalized intersection of Whittier Blvd and Montebello Blvd. Furthermore, there has been only one recorded collision in the last 12 months. Our recommendation is as follows:

- Prohibit pedestrian crossing Whittier Blvd.
- Remove both pedestrian crosswalks crossing Whittier Blvd and install relevant signs.
- Reconstructing the curb ramps to serve only the east-west pedestrian paths.

Intersection of Whittier Blvd and Greenwood Avenue

The intersection of Whittier Boulevard and Greenwood Avenue includes curb ramps and

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 9 of 11

bulb-outs on all four corners and marked crosswalks are currently provided on all approaches.

Due to the high traffic volumes and number of crashes at the intersection, several signal warrants are met, including Warrant 1 (8-Hour Vehicular Volume), Warrant 2 (4-Hour Vehicular Volume), and Warrant 7 (Crash Experience). These findings indicate that the intersection is experiencing traffic control demand and safety concerns that justify the installation of a traffic signal. Based on traffic analysis and warrant evaluation, our recommendation is to install a traffic signal to improve intersection operations, enhance safety, and provide more efficient traffic control for all users.

Intersection of Whittier Blvd and 12th Street

The intersection of Whittier Boulevard and 12th Street is a T-intersection with two curb ramps on the north side, two curb ramps on the south side, and no marked crosswalk. The intersection does not satisfy any traffic signal warrants. In addition, based on the traffic, pedestrian, and bicycle counts conducted during the peak hours, which indicate an absence of pedestrians crossing Whittier Boulevard at this location on the observed day. Neither a HAWK beacon nor an RRFB is warranted.

The intersection is located approximately 270 feet east of the marked crosswalks at the signalized intersection of Whittier Boulevard and Taylor Avenue, which already provides a controlled pedestrian crossing opportunity nearby. Therefore, we recommend removing the existing curb ramps on the south side of the intersection, converting the north-side curb ramps to directional ramps oriented in the east-west direction, and prohibiting pedestrian crossings across Whittier Boulevard at this location through the installation of appropriate signage.

Intersection of Whittier Blvd and Park Avenue

The intersection of Whittier Boulevard and Park Avenue includes curb ramps and bulb-outs on all four corners, and no marked crosswalks are currently provided on any approach. Pedestrian volumes are low, with only two (2) pedestrians observed crossing Whittier Boulevard on each side of the intersection during the peak hour, and there have been no recorded crashes in the last 12 months. In addition, a protected marked crosswalk is located approximately 250 feet west of the intersection at Maple Avenue and Whittier Boulevard.

Based on the above analysis, our recommendation is as follows:

- Prohibit pedestrian crossing Whittier Blvd.
- Reconstructing the curb ramps to serve only the east-west pedestrian paths

Intersection of Whittier Blvd and 18th Street

The intersection of Whittier Boulevard and 18th Street includes curb ramps and bulb-outs on all four corners with no marked crosswalks are provided on any approach. Pedestrian volumes are low, with five (5) pedestrians observed crossing Whittier Boulevard on the west side, and one (1) on the east side of the intersection during the peak hour. A protected marked crosswalk is located approximately 250 feet east of the intersection at

S. Vail Avenue and Whittier Boulevard.

However, due to high traffic volumes and frequent crashes at the intersection satisfy three traffic signal warrants: Warrant 1 (8-Hour Volume), Warrant 2 (4-Hour Volume), and Warrant 3 (Peak Hour). These findings confirm that existing safety concerns and traffic demands justify installing a traffic signal.

Based on our traffic analysis and warrants evaluation, our recommendation is to install a traffic signal to improve intersection operations, enhance safety, and provide more efficient traffic control for all users.

Intersection of Whittier Blvd and 19th Street

The intersection of Whittier Boulevard and 19th Street includes curb ramps and bulb-outs on all four corners with basic marked crosswalks provided on all approaches. Pedestrian volumes are low, with six (6) pedestrians observed crossing Whittier Boulevard on the west side of the intersection during the peak hour. The intersection is located approximately 300 feet east of the intersection at 18th Street and 300 feet west of unsignalized 20th Street on Whittier Boulevard.

Traffic volumes on northbound and southbound 19th Street are low; the street extends only 600 feet beyond Whittier Blvd and serves a limited number of residents.

Traffic signal installation is not recommended based on the traffic analysis and warrants evaluation, which revealed low pedestrian volumes and only one collision in the past 12 months. Furthermore, due to the proximity of the proposed signal at Whittier Blvd and 18th Street, pedestrian crossings should be prohibited at this intersection, and the curb ramps shall be modified in an east-west direction only.

Intersection of Whittier Blvd and 20th Street

The intersection of Whittier Boulevard and 20th Street is a T-intersection which includes curb ramps on two north corners and one on the south-west side. There is no marked crosswalk at the intersection. No pedestrians were observed crossing Whittier Boulevard at the intersection during the peak hour. The intersection is located approximately 300 feet east of the signalized intersection of 21st Street and 300 feet west of unsignalized 19th Street on Whittier Boulevard.

A traffic signal is not recommended for this intersection because the warrants' evaluation revealed zero pedestrian volume, no collisions over the past 12 months, and did not meet any of the traffic signal warrants. Furthermore, due to the proximity of the signalized intersection at Whittier Blvd and 21st Street, pedestrian crossings should be prohibited at this location. This restriction requires removing the south-side curb ramp and modifying the remaining curb ramps to facilitate east-west travel only.

Intersection of Whittier Blvd and 22nd Street

The intersection of Whittier Boulevard and 22nd Street is a T-intersection which includes curb ramps on two side corners. There is no marked crosswalk at the intersection. No pedestrians were observed crossing Whittier Boulevard at the intersection during the peak

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 11 of 11

hour. The intersection is located approximately 120 feet east of the signalized intersection of Wilcox Avenue and 300 feet west of the signalized intersection of 21st Street on Whittier Boulevard.

A traffic signal is not recommended at this location. The warrant evaluation recorded zero pedestrian volume, only two collisions in the past 12 months, and did not meet any of the traffic signal warrants. Furthermore, because a signalized intersection is nearby at Whittier Blvd and Wilcox Avenue, pedestrian crossings should be explicitly prohibited here.

This restriction requires: Modifying the existing curb ramps to facilitate east-west travel only. Installing appropriate signage.

General Recommendations:

The consultant recommends installation of a new center and left-turn medians along the corridor and at key intersections that will significantly enhance overall traffic safety and organization. By physically guiding turning movements and restricting dangerous mid-block maneuvers, these raised medians act as proven FHWA safety countermeasures that reduce vehicle conflicts. Furthermore, they provide natural traffic-calming by narrowing the perceived and actual roadway width, which encourages drivers to naturally reduce speeds. This design strategy also establishes functional and aesthetic consistency with other sections of the corridor that already feature medians, creating a unified streetscape where the existing roadway width adequately accommodates these improvements.

ANALYSIS:

N/A

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

N/A

ATTACHMENT(S)

1. Attachment A - Whittier Blvd Pedestrian Crossing Safety Report
2. Attachment B - Copy of Presentation

NEXT STEPS:

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Site Code : 00000000
Start Date : 3/4/2026
Page No : 1

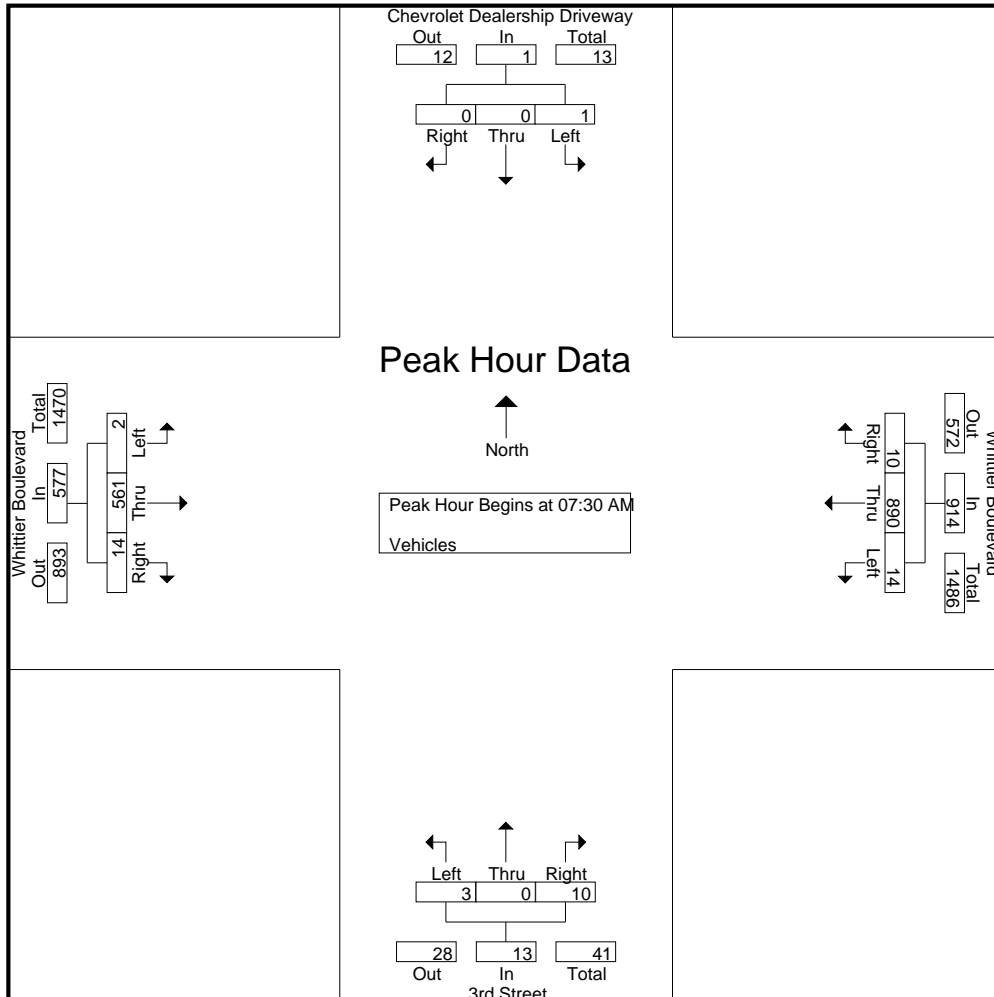
Groups Printed- Vehicles

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	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	1	0	182	1	2	0	2	2	110	5	305
07:15 AM	0	0	0	1	195	1	1	0	3	2	118	1	322
07:30 AM	0	0	0	2	223	1	2	0	5	0	148	2	383
07:45 AM	0	0	0	7	218	5	1	0	2	0	131	3	367
Total	0	0	1	10	818	8	6	0	12	4	507	11	1377
08:00 AM	0	0	0	4	227	2	0	0	1	0	139	2	375
08:15 AM	1	0	0	1	222	2	0	0	2	2	143	7	380
08:30 AM	0	0	0	2	191	0	0	0	2	0	148	5	348
08:45 AM	2	0	1	3	215	1	1	0	1	3	148	3	378
Total	3	0	1	10	855	5	1	0	6	5	578	17	1481
04:00 PM	1	1	1	0	153	3	0	0	4	0	201	2	366
04:15 PM	0	0	3	0	158	0	1	0	5	1	219	1	388
04:30 PM	0	0	0	1	177	2	0	0	0	1	194	3	378
04:45 PM	0	0	2	1	163	2	0	0	3	1	202	4	378
Total	1	1	6	2	651	7	1	0	12	3	816	10	1510
05:00 PM	0	0	5	0	153	0	0	0	3	1	197	5	364
05:15 PM	0	0	2	1	143	6	0	0	7	1	225	6	391
05:30 PM	0	0	2	1	147	2	1	0	2	0	223	5	383
05:45 PM	1	0	3	0	142	1	0	0	3	2	220	3	375
Total	1	0	12	2	585	9	1	0	15	4	865	19	1513
Grand Total	5	1	20	24	2909	29	9	0	45	16	2766	57	5881
Apprch %	19.2	3.8	76.9	0.8	98.2	1	16.7	0	83.3	0.6	97.4	2	
Total %	0.1	0	0.3	0.4	49.5	0.5	0.2	0	0.8	0.3	47	1	

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File Name : 3rdSt_WhittierBlvd
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 Start Date : 3/4/2026
 Page No : 2

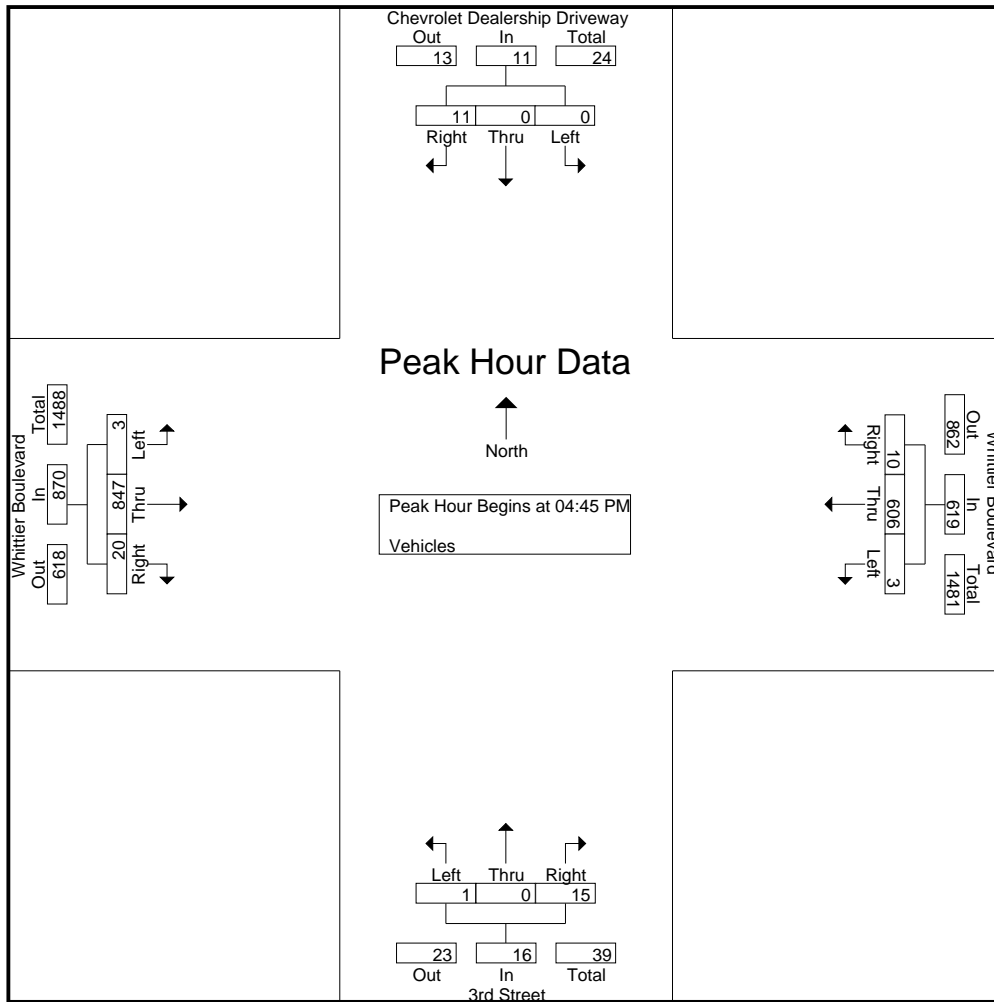
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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	2	223	1	226	2	0	5	7	0	148	2	150	383
07:45 AM	0	0	0	0	7	218	5	230	1	0	2	3	0	131	3	134	367
08:00 AM	0	0	0	0	4	227	2	233	0	0	1	1	0	139	2	141	375
08:15 AM	1	0	0	1	1	222	2	225	0	0	2	2	2	143	7	152	380
Total Volume	1	0	0	1	14	890	10	914	3	0	10	13	2	561	14	577	1505
% App. Total	100	0	0		1.5	97.4	1.1		23.1	0	76.9		0.3	97.2	2.4		
PHF	.250	.000	.000	.250	.500	.980	.500	.981	.375	.000	.500	.464	.250	.948	.500	.949	.982



CITY TRAFFIC COUNTERS
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File Name : 3rdSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	1	163	2	166	0	0	3	3	1	202	4	207	378
05:00 PM	0	0	5	5	0	153	0	153	0	0	3	3	1	197	5	203	364
05:15 PM	0	0	2	2	1	143	6	150	0	0	7	7	1	225	6	232	391
05:30 PM	0	0	2	2	1	147	2	150	1	0	2	3	0	223	5	228	383
Total Volume	0	0	11	11	3	606	10	619	1	0	15	16	3	847	20	870	1516
% App. Total	0	0	100		0.5	97.9	1.6		6.2	0	93.8		0.3	97.4	2.3		
PHF	.000	.000	.550	.550	.750	.929	.417	.932	.250	.000	.536	.571	.750	.941	.833	.938	.969



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 Start Date : 3/4/2026
 Page No : 1

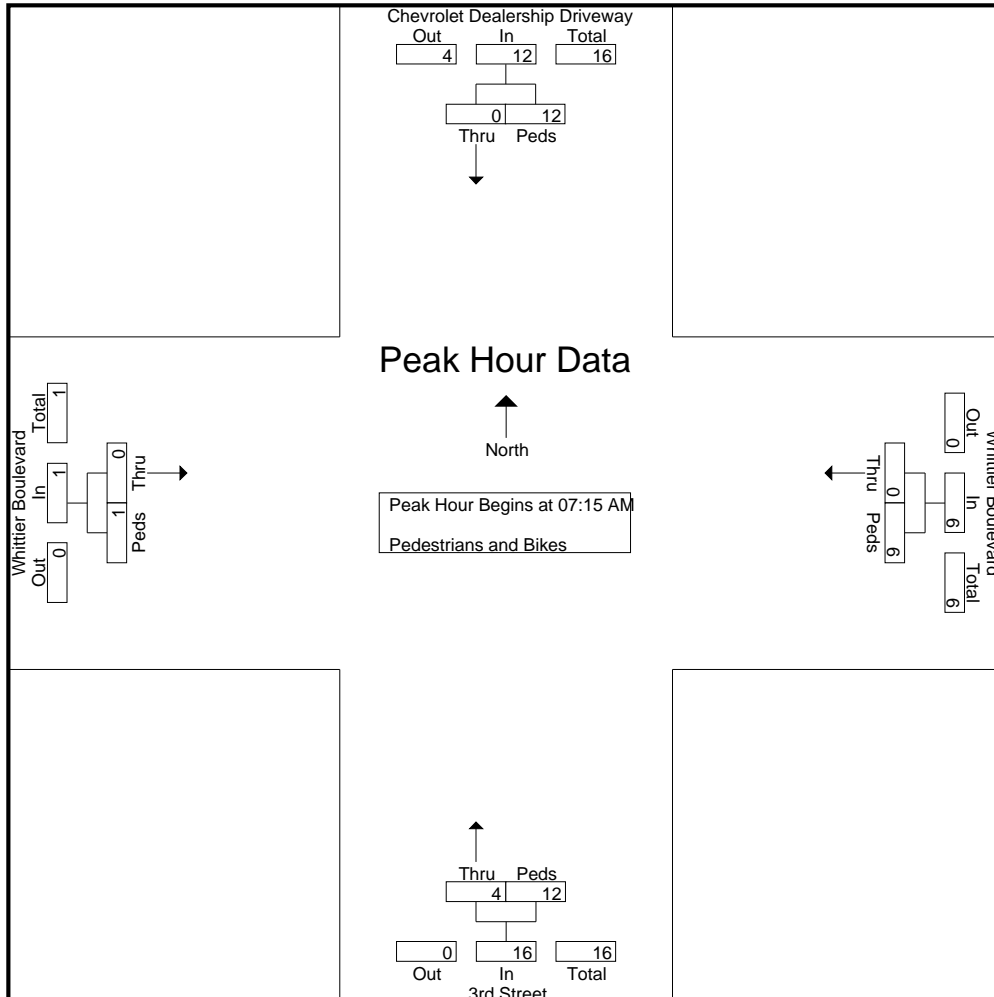
Groups Printed- Pedestrians and Bikes

Start Time	Chevrolet Dealership Driveway North Leg		Whittier Boulevard East Leg		3rd Street South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	4	0	1	0	0	0	0	5
07:15 AM	0	5	0	1	0	2	0	1	9
07:30 AM	0	2	0	2	0	1	0	0	5
07:45 AM	0	3	0	1	2	8	0	0	14
Total	0	14	0	5	2	11	0	1	33
08:00 AM	0	2	0	2	2	1	0	0	7
08:15 AM	1	1	0	0	0	0	0	0	2
08:30 AM	0	3	0	2	0	0	0	0	5
08:45 AM	1	1	0	3	0	1	0	0	6
Total	2	7	0	7	2	2	0	0	20
04:00 PM	0	2	0	0	1	3	0	0	6
04:15 PM	1	3	0	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	2	0	0	4
04:45 PM	1	2	0	1	0	1	0	0	5
Total	2	8	0	1	2	6	0	0	19
05:00 PM	2	0	0	1	0	3	1	0	7
05:15 PM	0	2	0	0	4	4	0	0	10
05:30 PM	0	0	0	3	2	5	0	0	10
05:45 PM	1	2	0	0	3	6	0	0	12
Total	3	4	0	4	9	18	1	0	39
Grand Total	7	33	0	17	15	37	1	1	111
Apprch %	17.5	82.5	0	100	28.8	71.2	50	50	
Total %	6.3	29.7	0	15.3	13.5	33.3	0.9	0.9	

CITY TRAFFIC COUNTERS
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File Name : 3rdSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

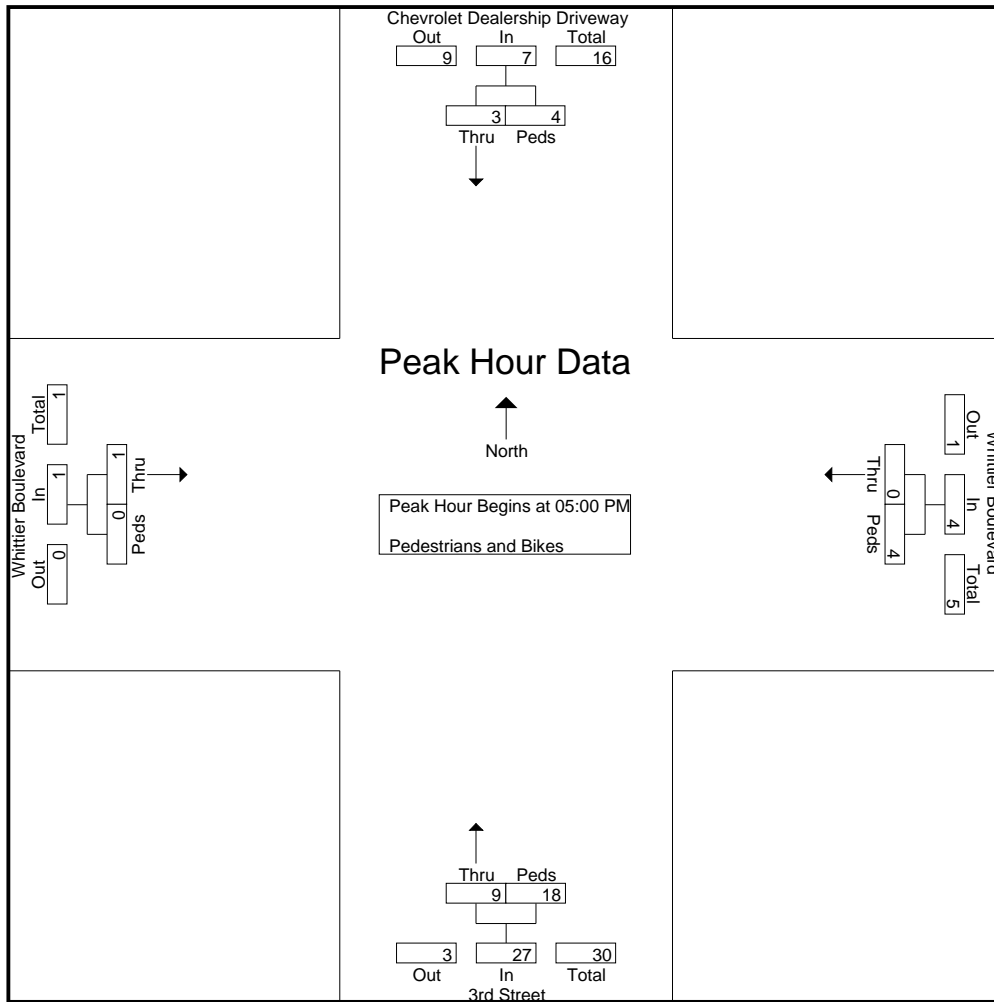
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Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	5	5	0	1	1	0	2	2	0	1	1	9
07:30 AM	0	2	2	0	2	2	0	1	1	0	0	0	5
07:45 AM	0	3	3	0	1	1	2	8	10	0	0	0	14
08:00 AM	0	2	2	0	2	2	2	1	3	0	0	0	7
Total Volume	0	12	12	0	6	6	4	12	16	0	1	1	35
% App. Total	0	100		0	100		25	75		0	100		
PHF	.000	.600	.600	.000	.750	.750	.500	.375	.400	.000	.250	.250	.625



CITY TRAFFIC COUNTERS
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File Name : 3rdSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Chevrolet Dealership Driveway North Leg			Whittier Boulevard East Leg			3rd Street South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	2	0	2	0	1	1	0	3	3	1	0	1	7
05:15 PM	0	2	2	0	0	0	4	4	8	0	0	0	10
05:30 PM	0	0	0	0	3	3	2	5	7	0	0	0	10
05:45 PM	1	2	3	0	0	0	3	6	9	0	0	0	12
Total Volume	3	4	7	0	4	4	9	18	27	1	0	1	39
% App. Total	42.9	57.1		0	100		33.3	66.7		100	0		
PHF	.375	.500	.583	.000	.333	.333	.563	.750	.750	.250	.000	.250	.813



CITY TRAFFIC COUNTERS
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File Name : 7thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

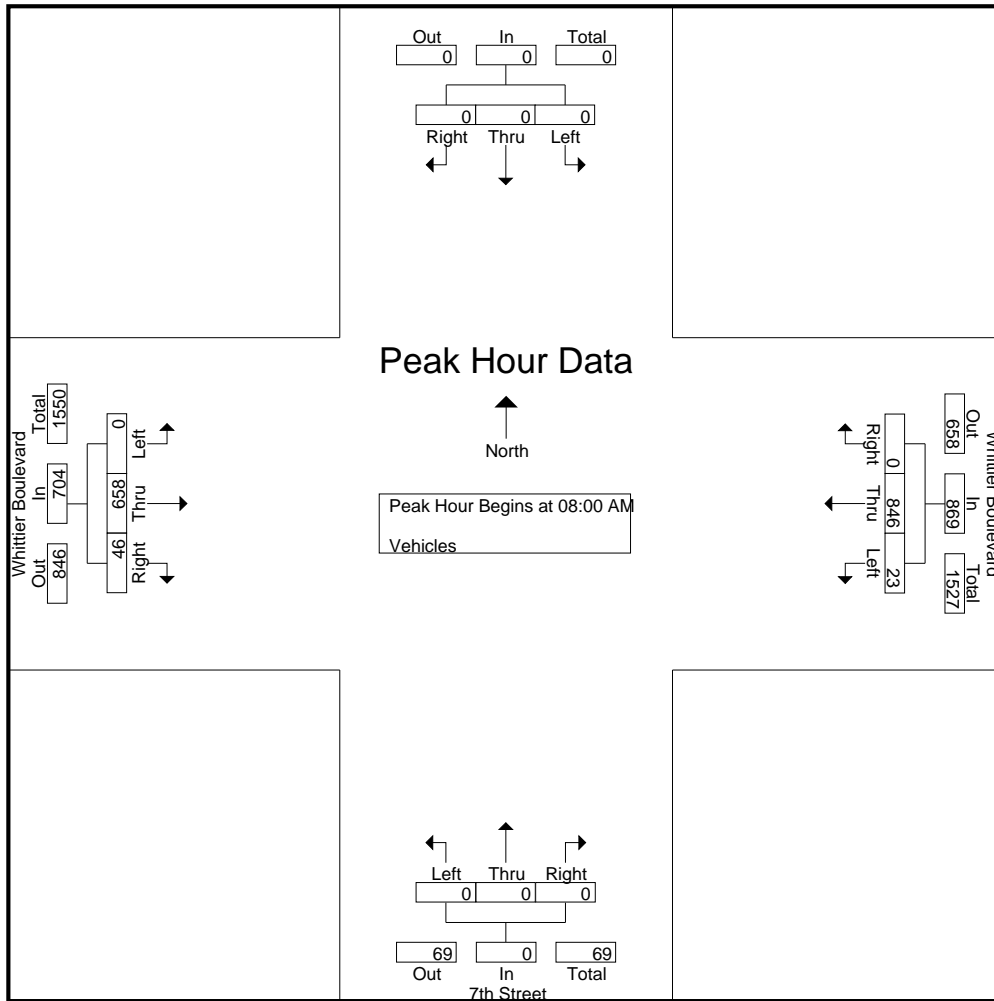
Groups Printed- Vehicles

Start Time	Southbound			Whittier Boulevard Westbound			7th Street Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	202	0	0	0	0	0	104	1	307
07:15 AM	0	0	0	2	224	0	0	0	0	0	128	4	358
07:30 AM	0	0	0	3	222	0	0	0	0	0	152	4	381
07:45 AM	0	0	0	0	222	0	0	0	2	0	140	11	375
Total	0	0	0	5	870	0	0	0	2	0	524	20	1421
08:00 AM	0	0	0	5	235	0	0	0	0	0	148	11	399
08:15 AM	0	0	0	12	204	0	0	0	0	0	161	23	400
08:30 AM	0	0	0	3	192	0	0	0	0	0	175	7	377
08:45 AM	0	0	0	3	215	0	0	0	0	0	174	5	397
Total	0	0	0	23	846	0	0	0	0	0	658	46	1573
04:00 PM	0	0	0	4	178	0	0	0	0	0	238	6	426
04:15 PM	0	0	0	3	174	0	0	0	0	0	255	4	436
04:30 PM	0	0	0	7	162	0	0	0	1	0	218	7	395
04:45 PM	0	0	0	6	160	0	1	0	0	0	228	3	398
Total	0	0	0	20	674	0	1	0	1	0	939	20	1655
05:00 PM	0	0	0	7	172	0	0	0	1	0	246	5	431
05:15 PM	0	0	0	1	171	0	0	0	0	0	261	5	438
05:30 PM	0	0	0	1	175	0	0	0	1	0	262	7	446
05:45 PM	0	0	0	4	169	0	0	0	0	0	253	6	432
Total	0	0	0	13	687	0	0	0	2	0	1022	23	1747
Grand Total	0	0	0	61	3077	0	1	0	5	0	3143	109	6396
Apprch %	0	0	0	1.9	98.1	0	16.7	0	83.3	0	96.6	3.4	
Total %	0	0	0	1	48.1	0	0	0	0.1	0	49.1	1.7	

CITY TRAFFIC COUNTERS
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File Name : 7thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

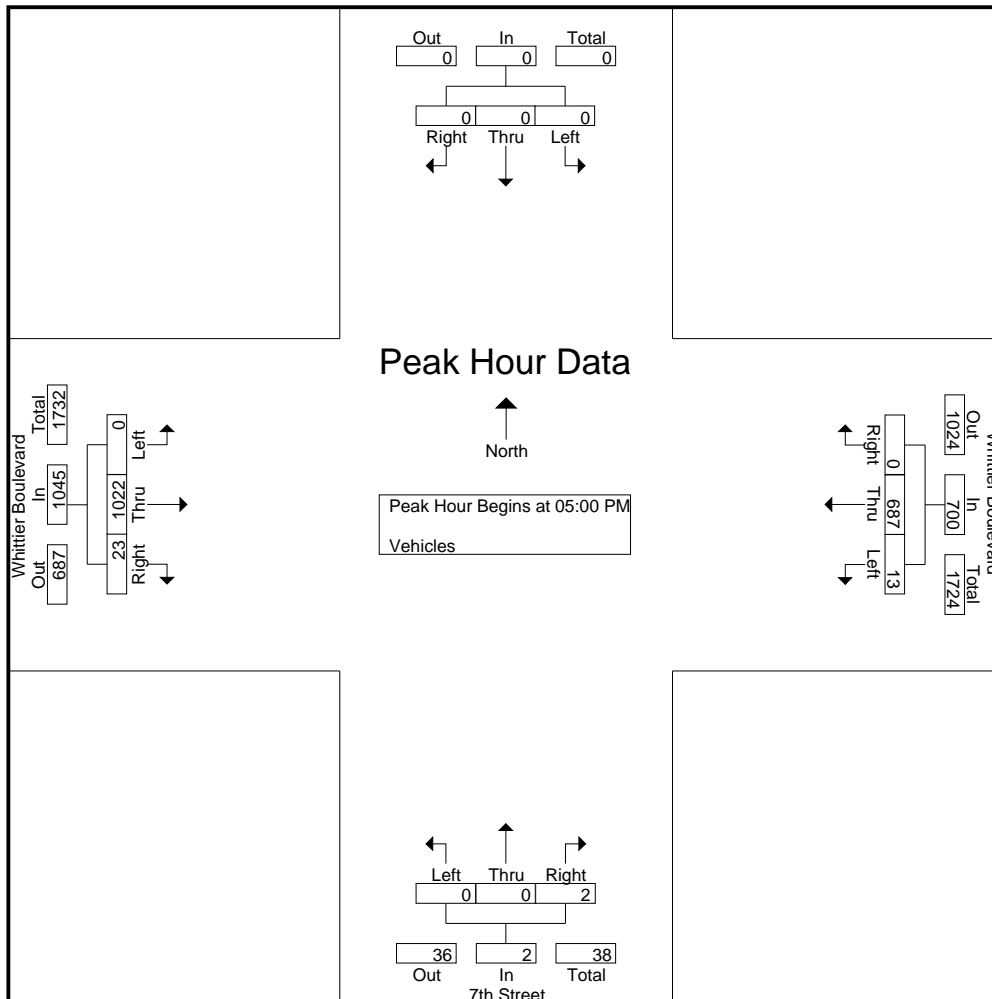
Start Time	Southbound				Whittier Boulevard Westbound				7th Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	5	235	0	240	0	0	0	0	0	148	11	159	399
08:15 AM	0	0	0	0	12	204	0	216	0	0	0	0	0	161	23	184	400
08:30 AM	0	0	0	0	3	192	0	195	0	0	0	0	0	175	7	182	377
08:45 AM	0	0	0	0	3	215	0	218	0	0	0	0	0	174	5	179	397
Total Volume	0	0	0	0	23	846	0	869	0	0	0	0	0	658	46	704	1573
% App. Total	0	0	0	0	2.6	97.4	0		0	0	0	0	0	93.5	6.5		
PHF	.000	.000	.000	.000	.479	.900	.000	.905	.000	.000	.000	.000	.000	.940	.500	.957	.983



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 7thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Southbound				Whittier Boulevard Westbound				7th Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	7	172	0	179	0	0	1	1	0	246	5	251	431
05:15 PM	0	0	0	0	1	171	0	172	0	0	0	0	0	261	5	266	438
05:30 PM	0	0	0	0	1	175	0	176	0	0	1	1	0	262	7	269	446
05:45 PM	0	0	0	0	4	169	0	173	0	0	0	0	0	253	6	259	432
Total Volume	0	0	0	0	13	687	0	700	0	0	2	2	0	1022	23	1045	1747
% App. Total	0	0	0	0	1.9	98.1	0		0	0	100		0	97.8	2.2		
PHF	.000	.000	.000	.000	.464	.981	.000	.978	.000	.000	.500	.500	.000	.975	.821	.971	.979



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 7thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

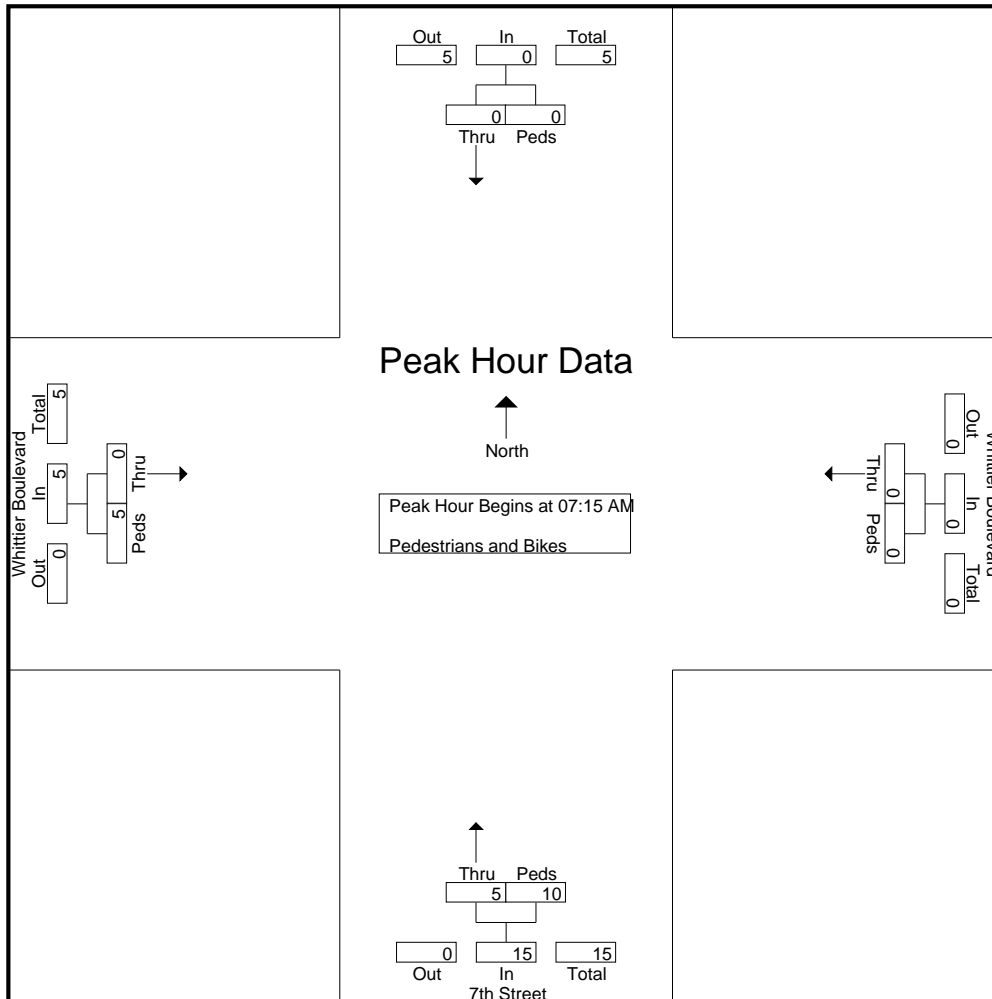
Groups Printed- Pedestrians and Bikes

Start Time	North Leg		Whittier Boulevard East Leg		7th Street South Leg		Whittier Boulevard West Leg		Int. Total
	Thru	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	0	0	0	0	1	0	2	3
07:15 AM	0	0	0	0	2	2	0	1	5
07:30 AM	0	0	0	0	1	1	0	0	2
07:45 AM	0	0	0	0	1	6	0	0	7
Total	0	0	0	0	4	10	0	3	17
08:00 AM	0	0	0	0	1	1	0	4	6
08:15 AM	0	0	0	0	0	1	0	0	1
08:30 AM	0	0	0	0	1	4	0	1	6
08:45 AM	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	2	7	0	5	14
04:00 PM	0	0	0	0	1	4	0	2	7
04:15 PM	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	2	6	0	4	12
04:45 PM	0	0	0	0	2	2	0	0	4
Total	0	0	0	0	5	12	0	7	24
05:00 PM	0	0	0	0	0	3	0	0	3
05:15 PM	0	0	0	0	1	5	0	0	6
05:30 PM	0	0	0	0	8	4	0	0	12
05:45 PM	0	0	0	0	1	5	0	3	9
Total	0	0	0	0	10	17	0	3	30
Grand Total	0	0	0	0	21	46	0	18	85
Apprch %	0	0	0	0	31.3	68.7	0	100	
Total %	0	0	0	0	24.7	54.1	0	21.2	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 7thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

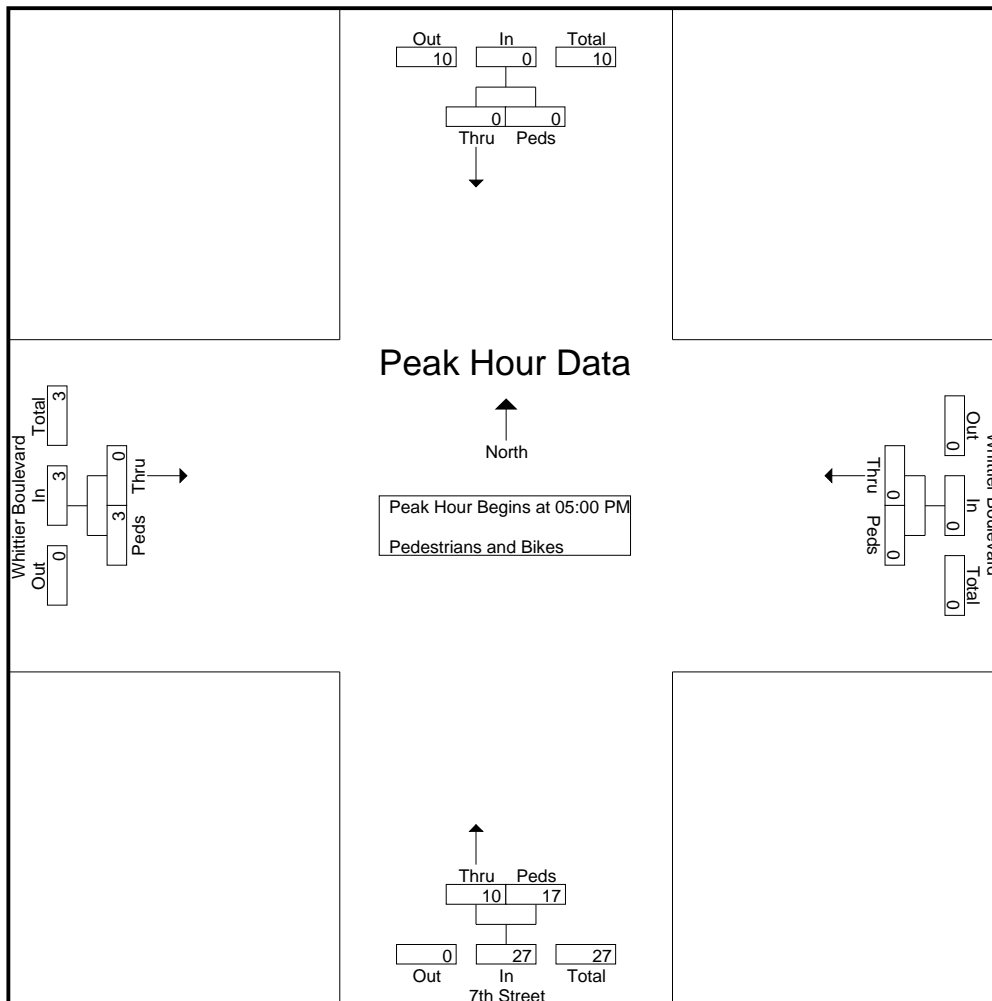
Start Time	North Leg			Whittier Boulevard East Leg			7th Street South Leg			Whittier Boulevard West Leg			Int. Total
	Thru	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	0	0	0	0	0	2	2	4	0	1	1	5
07:30 AM	0	0	0	0	0	0	1	1	2	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	6	7	0	0	0	7
08:00 AM	0	0	0	0	0	0	1	1	2	0	4	4	6
Total Volume	0	0	0	0	0	0	5	10	15	0	5	5	20
% App. Total	0	0		0	0		33.3	66.7		0	100		
PHF	.000	.000	.000	.000	.000	.000	.625	.417	.536	.000	.313	.313	.714



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 7thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	North Leg			Whittier Boulevard East Leg			7th Street South Leg			Whittier Boulevard West Leg			Int. Total
	Thru	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	0	0	1	5	6	0	0	0	6
05:30 PM	0	0	0	0	0	0	8	4	12	0	0	0	12
05:45 PM	0	0	0	0	0	0	1	5	6	0	3	3	9
Total Volume	0	0	0	0	0	0	10	17	27	0	3	3	30
% App. Total	0	0		0	0		37	63		0	100		
PHF	.000	.000	.000	.000	.000	.000	.313	.850	.563	.000	.250	.250	.625



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : SpruceSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

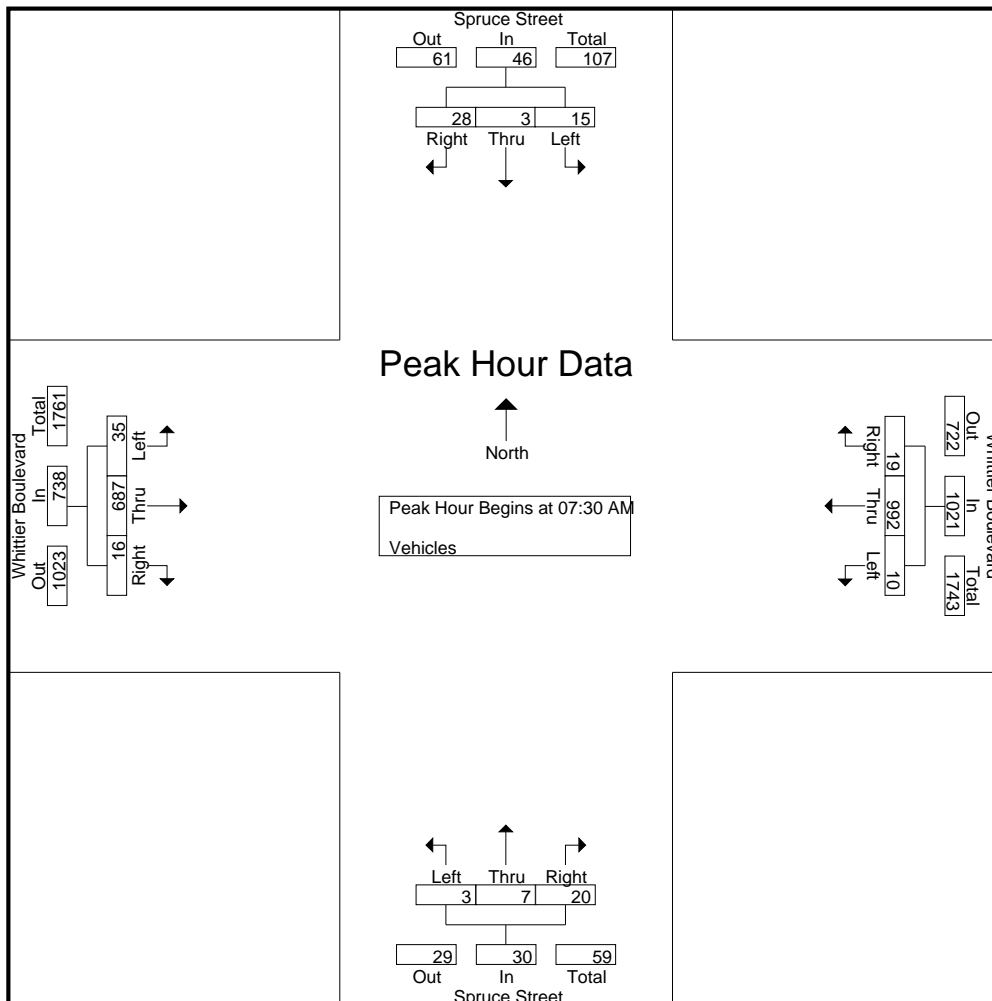
Groups Printed- Vehicles

Start Time	Spruce Street Southbound			Whittier Boulevard Westbound			Spruce Street Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	7	2	232	5	0	0	5	5	129	0	385
07:15 AM	3	0	12	3	217	7	1	0	6	6	113	1	369
07:30 AM	6	0	5	0	255	4	2	2	7	14	161	2	458
07:45 AM	4	1	8	4	256	7	0	2	8	9	177	3	479
Total	13	1	32	9	960	23	3	4	26	34	580	6	1691
08:00 AM	1	0	7	4	271	1	1	1	4	4	176	5	475
08:15 AM	4	2	8	2	210	7	0	2	1	8	173	6	423
08:30 AM	2	0	2	3	188	6	0	0	4	8	204	2	419
08:45 AM	1	0	4	6	192	3	1	0	0	11	164	2	384
Total	8	2	21	15	861	17	2	3	9	31	717	15	1701
04:00 PM	1	2	4	3	203	1	2	0	6	9	231	4	466
04:15 PM	0	0	6	4	205	0	0	0	13	9	239	1	477
04:30 PM	1	0	8	2	184	3	1	0	6	8	238	3	454
04:45 PM	0	0	1	4	163	5	0	0	9	14	241	1	438
Total	2	2	19	13	755	9	3	0	34	40	949	9	1835
05:00 PM	0	0	1	2	205	4	0	0	4	7	265	3	491
05:15 PM	0	1	4	4	193	3	0	0	3	6	249	1	464
05:30 PM	0	0	4	6	190	2	0	0	11	8	233	0	454
05:45 PM	0	0	3	3	195	3	0	3	7	11	206	3	434
Total	0	1	12	15	783	12	0	3	25	32	953	7	1843
Grand Total	23	6	84	52	3359	61	8	10	94	137	3199	37	7070
Apprch %	20.4	5.3	74.3	1.5	96.7	1.8	7.1	8.9	83.9	4.1	94.8	1.1	
Total %	0.3	0.1	1.2	0.7	47.5	0.9	0.1	0.1	1.3	1.9	45.2	0.5	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : SpruceSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

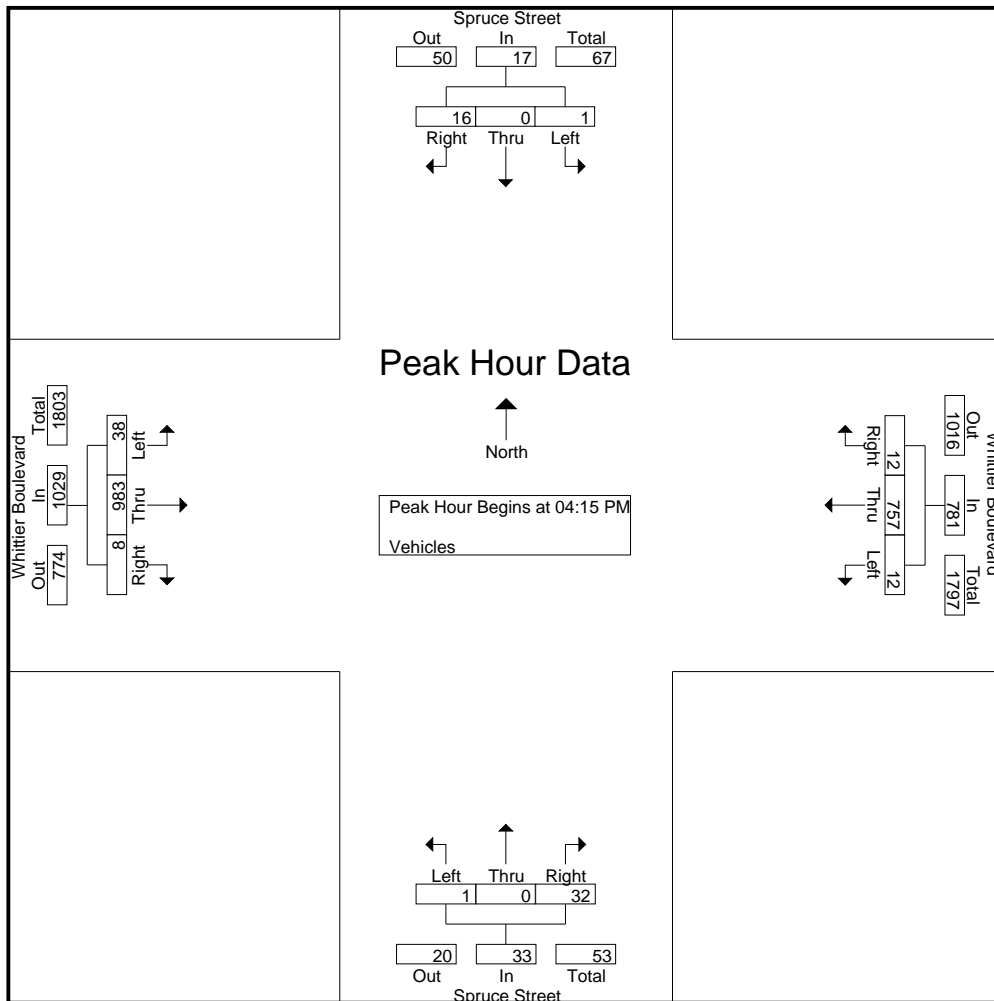
Start Time	Spruce Street Southbound				Whittier Boulevard Westbound				Spruce Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	0	5	11	0	255	4	259	2	2	7	11	14	161	2	177	458
07:45 AM	4	1	8	13	4	256	7	267	0	2	8	10	9	177	3	189	479
08:00 AM	1	0	7	8	4	271	1	276	1	1	4	6	4	176	5	185	475
08:15 AM	4	2	8	14	2	210	7	219	0	2	1	3	8	173	6	187	423
Total Volume	15	3	28	46	10	992	19	1021	3	7	20	30	35	687	16	738	1835
% App. Total	32.6	6.5	60.9		1	97.2	1.9		10	23.3	66.7		4.7	93.1	2.2		
PHF	.625	.375	.875	.821	.625	.915	.679	.925	.375	.875	.625	.682	.625	.970	.667	.976	.958



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : SpruceSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Spruce Street Southbound				Whittier Boulevard Westbound				Spruce Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	6	6	4	205	0	209	0	0	13	13	9	239	1	249	477
04:30 PM	1	0	8	9	2	184	3	189	1	0	6	7	8	238	3	249	454
04:45 PM	0	0	1	1	4	163	5	172	0	0	9	9	14	241	1	256	438
05:00 PM	0	0	1	1	2	205	4	211	0	0	4	4	7	265	3	275	491
Total Volume	1	0	16	17	12	757	12	781	1	0	32	33	38	983	8	1029	1860
% App. Total	5.9	0	94.1		1.5	96.9	1.5		3	0	97		3.7	95.5	0.8		
PHF	.250	.000	.500	.472	.750	.923	.600	.925	.250	.000	.615	.635	.679	.927	.667	.935	.947



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : SpruceSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

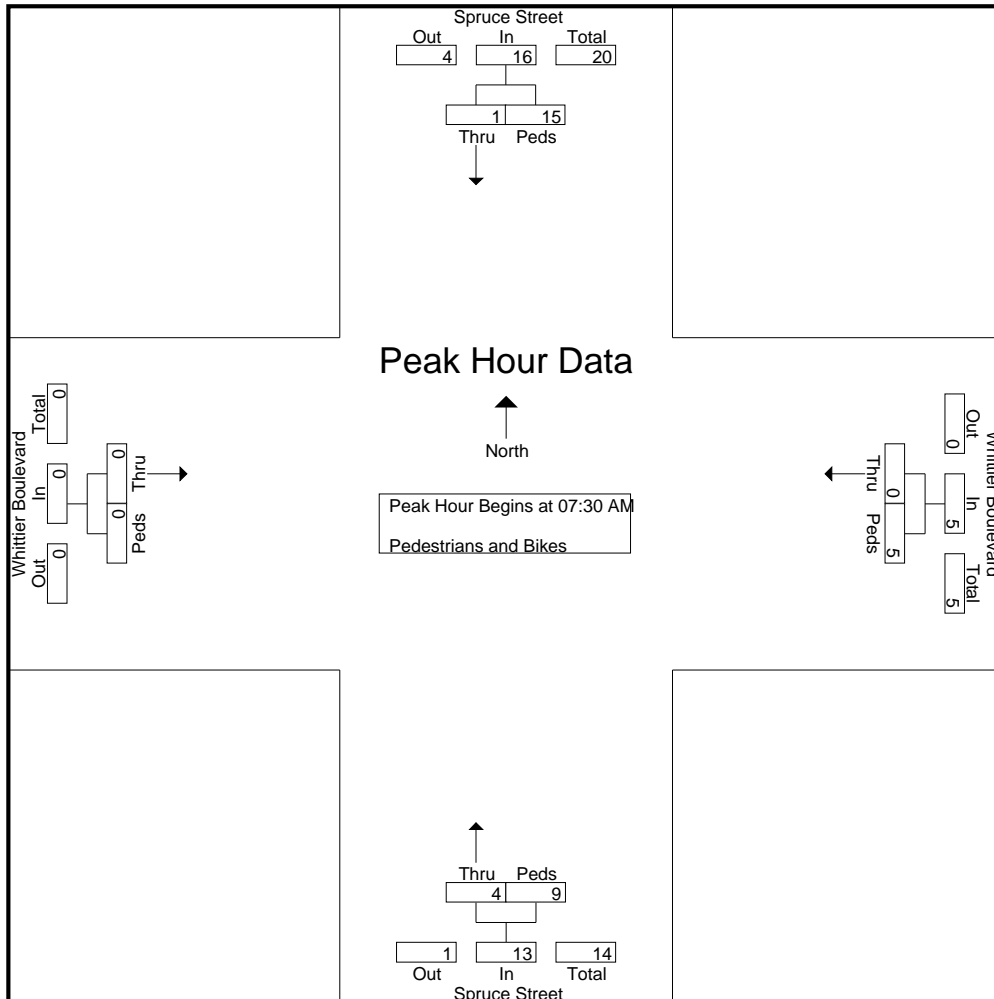
Groups Printed- Pedestrians and Bikes

Start Time	Spruce Street North Leg		Whittier Boulevard East Leg		Spruce Street South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	0	2	0	1	3	0	0	6
07:15 AM	1	1	0	0	1	0	0	0	3
07:30 AM	0	5	0	1	1	1	0	0	8
07:45 AM	0	4	0	4	2	4	0	0	14
Total	1	10	2	5	5	8	0	0	31
08:00 AM	0	3	0	0	1	1	0	0	5
08:15 AM	1	3	0	0	0	3	0	0	7
08:30 AM	1	2	0	2	1	2	0	0	8
08:45 AM	0	3	0	0	0	1	0	0	4
Total	2	11	0	2	2	7	0	0	24
04:00 PM	0	4	0	0	3	2	0	0	9
04:15 PM	2	2	0	0	1	0	0	0	5
04:30 PM	1	7	0	1	3	4	0	0	16
04:45 PM	2	5	0	1	1	1	0	0	10
Total	5	18	0	2	8	7	0	0	40
05:00 PM	3	2	0	0	1	2	0	0	8
05:15 PM	0	4	0	0	1	1	0	0	6
05:30 PM	8	5	0	0	1	3	0	0	17
05:45 PM	1	4	0	0	1	0	0	0	6
Total	12	15	0	0	4	6	0	0	37
Grand Total	20	54	2	9	19	28	0	0	132
Apprch %	27	73	18.2	81.8	40.4	59.6	0	0	
Total %	15.2	40.9	1.5	6.8	14.4	21.2	0	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : SpruceSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

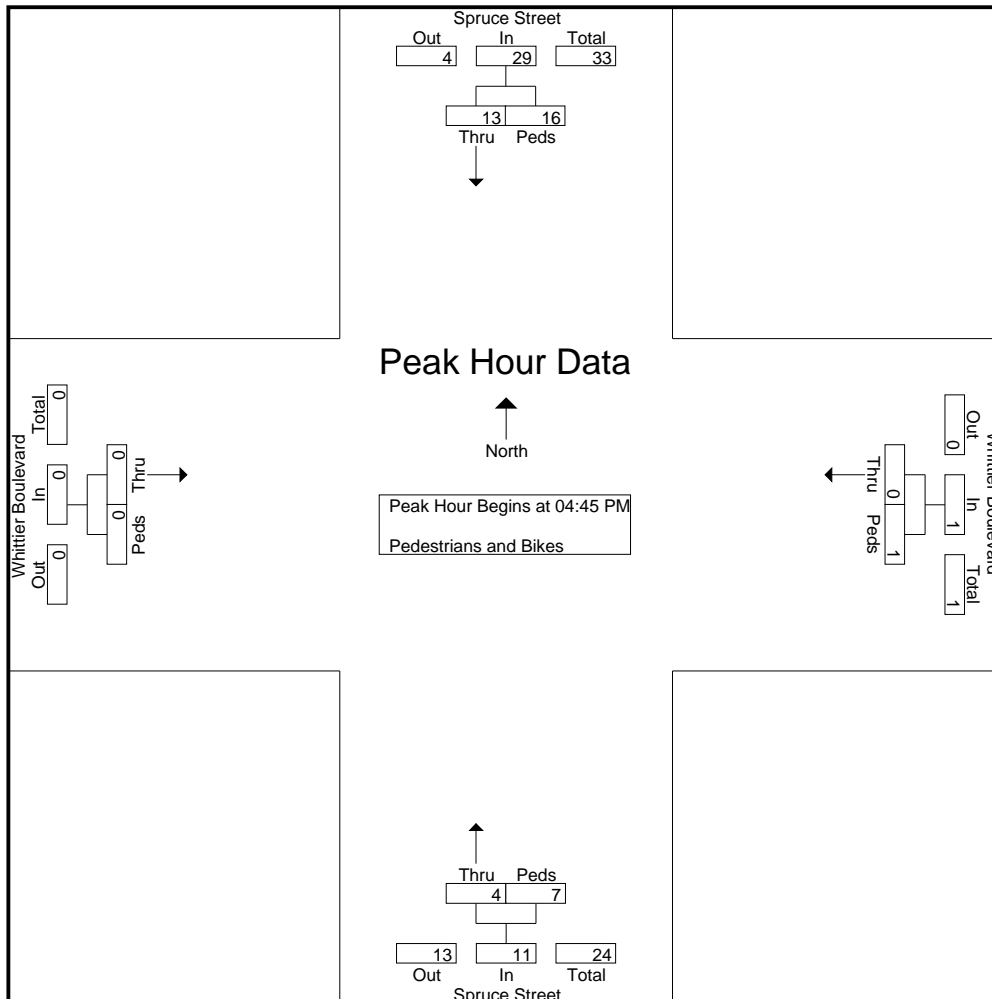
Start Time	Spruce Street North Leg			Whittier Boulevard East Leg			Spruce Street South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	5	5	0	1	1	1	1	2	0	0	0	8
07:45 AM	0	4	4	0	4	4	2	4	6	0	0	0	14
08:00 AM	0	3	3	0	0	0	1	1	2	0	0	0	5
08:15 AM	1	3	4	0	0	0	0	3	3	0	0	0	7
Total Volume	1	15	16	0	5	5	4	9	13	0	0	0	34
% App. Total	6.2	93.8		0	100		30.8	69.2		0	0		
PHF	.250	.750	.800	.000	.313	.313	.500	.563	.542	.000	.000	.000	.607



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : SpruceSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Spruce Street North Leg			Whittier Boulevard East Leg			Spruce Street South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	2	5	7	0	1	1	1	1	2	0	0	0	10
05:00 PM	3	2	5	0	0	0	1	2	3	0	0	0	8
05:15 PM	0	4	4	0	0	0	1	1	2	0	0	0	6
05:30 PM	8	5	13	0	0	0	1	3	4	0	0	0	17
Total Volume	13	16	29	0	1	1	4	7	11	0	0	0	41
% App. Total	44.8	55.2		0	100		36.4	63.6		0	0		
PHF	.406	.800	.558	.000	.250	.250	1.00	.583	.688	.000	.000	.000	.603



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : GreenwoodAve_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

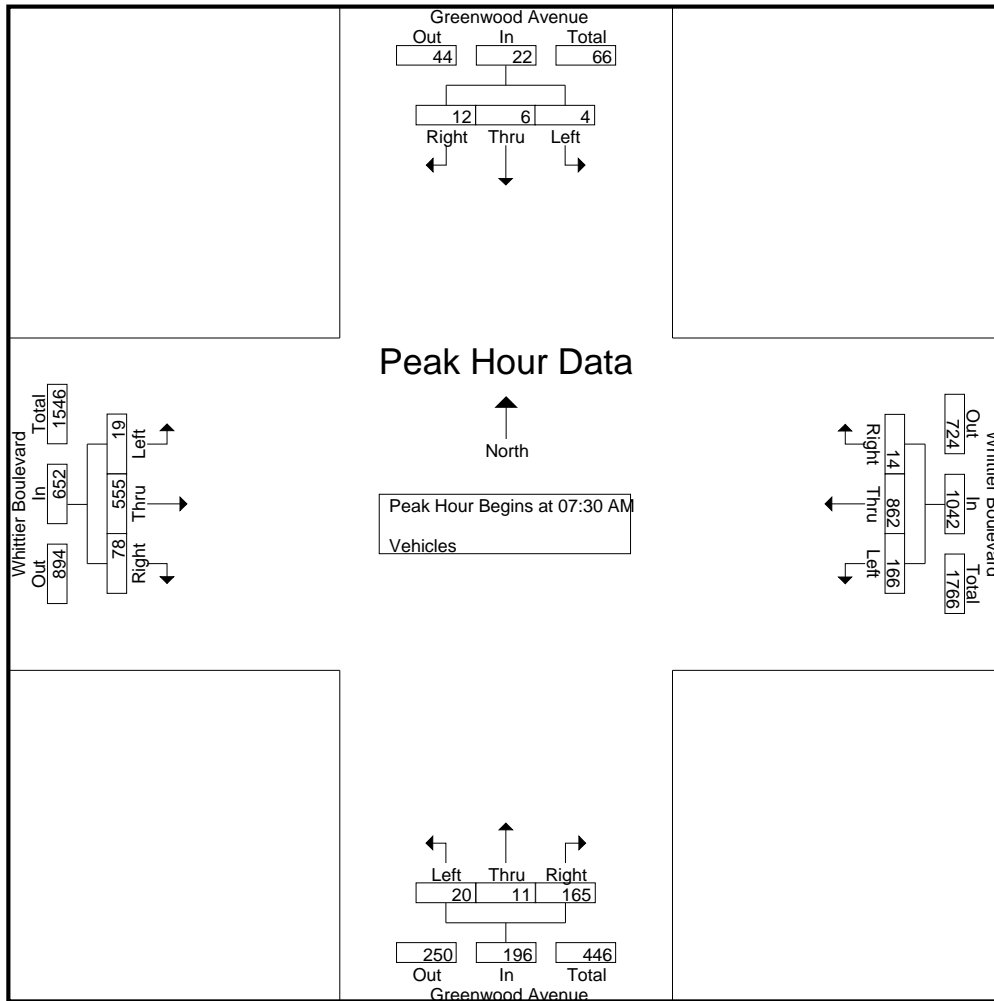
Groups Printed- Vehicles

Start Time	Greenwood Avenue Southbound			Whittier Boulevard Westbound			Greenwood Avenue Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	1	3	20	218	2	1	0	24	3	98	11	382
07:15 AM	1	0	2	28	191	1	1	1	22	4	93	9	353
07:30 AM	0	1	1	33	210	5	7	4	51	4	113	21	450
07:45 AM	3	1	5	42	238	5	4	2	41	11	137	17	506
Total	5	3	11	123	857	13	13	7	138	22	441	58	1691
08:00 AM	0	3	1	50	234	2	3	3	42	1	140	13	492
08:15 AM	1	1	5	41	180	2	6	2	31	3	165	27	464
08:30 AM	0	1	2	21	163	0	6	4	42	1	177	20	437
08:45 AM	0	2	0	37	150	2	2	5	22	4	147	16	387
Total	1	7	8	149	727	6	17	14	137	9	629	76	1780
04:00 PM	0	0	1	39	163	1	3	3	36	8	215	11	480
04:15 PM	0	0	2	39	142	4	6	3	40	8	224	17	485
04:30 PM	2	2	3	35	146	3	7	3	38	12	208	21	480
04:45 PM	0	1	2	26	136	3	6	4	48	11	224	42	503
Total	2	3	8	139	587	11	22	13	162	39	871	91	1948
05:00 PM	0	1	5	38	156	2	5	4	40	10	262	27	550
05:15 PM	1	1	3	40	143	3	3	8	23	14	236	18	493
05:30 PM	0	1	2	37	137	0	2	16	34	4	213	12	458
05:45 PM	0	0	0	36	157	2	3	7	39	11	185	17	457
Total	1	3	10	151	593	7	13	35	136	39	896	74	1958
Grand Total	9	16	37	562	2764	37	65	69	573	109	2837	299	7377
Apprch %	14.5	25.8	59.7	16.7	82.2	1.1	9.2	9.8	81	3.4	87.4	9.2	
Total %	0.1	0.2	0.5	7.6	37.5	0.5	0.9	0.9	7.8	1.5	38.5	4.1	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : GreenwoodAve_WhittierBlvd
Site Code : 00000000
Start Date : 3/4/2026
Page No : 2

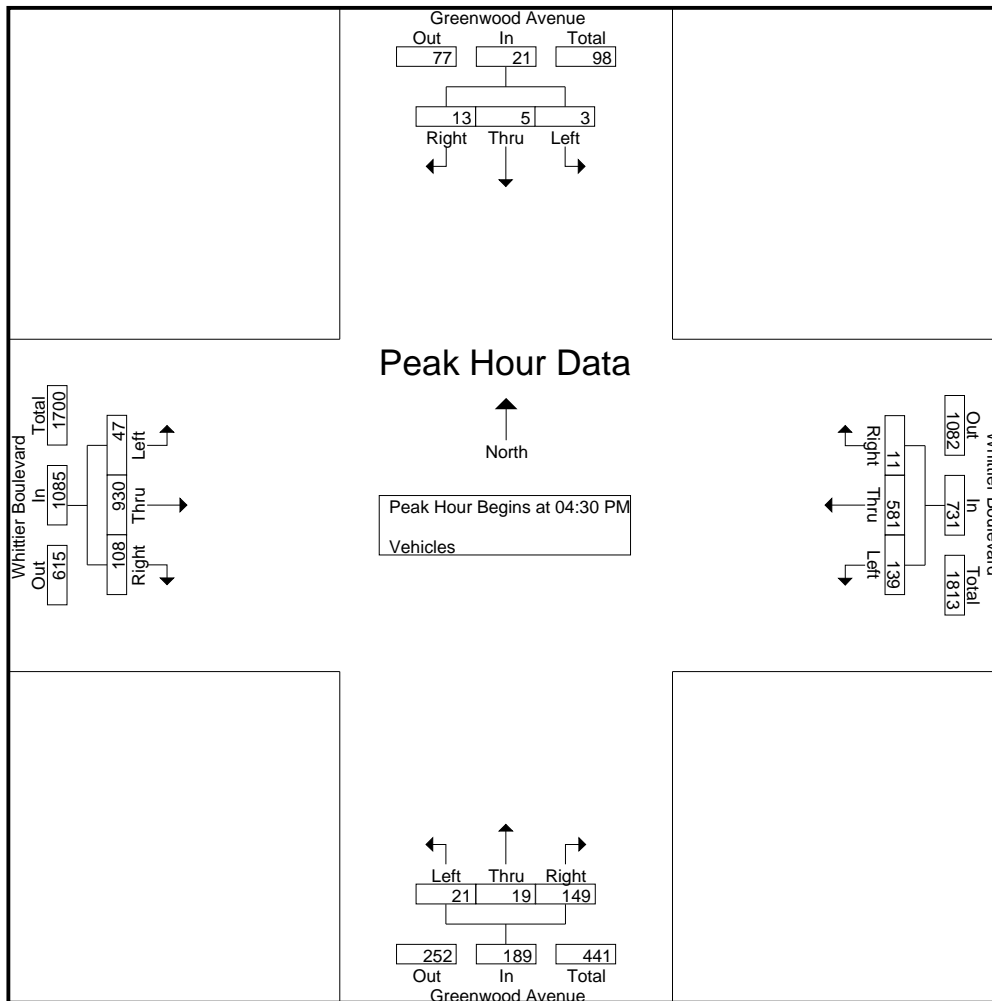
Start Time	Greenwood Avenue Southbound				Whittier Boulevard Westbound				Greenwood Avenue Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	1	2	33	210	5	248	7	4	51	62	4	113	21	138	450
07:45 AM	3	1	5	9	42	238	5	285	4	2	41	47	11	137	17	165	506
08:00 AM	0	3	1	4	50	234	2	286	3	3	42	48	1	140	13	154	492
08:15 AM	1	1	5	7	41	180	2	223	6	2	31	39	3	165	27	195	464
Total Volume	4	6	12	22	166	862	14	1042	20	11	165	196	19	555	78	652	1912
% App. Total	18.2	27.3	54.5		15.9	82.7	1.3		10.2	5.6	84.2		2.9	85.1	12		
PHF	.333	.500	.600	.611	.830	.905	.700	.911	.714	.688	.809	.790	.432	.841	.722	.836	.945



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : GreenwoodAve_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Greenwood Avenue Southbound				Whittier Boulevard Westbound				Greenwood Avenue Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	2	3	7	35	146	3	184	7	3	38	48	12	208	21	241	480
04:45 PM	0	1	2	3	26	136	3	165	6	4	48	58	11	224	42	277	503
05:00 PM	0	1	5	6	38	156	2	196	5	4	40	49	10	262	27	299	550
05:15 PM	1	1	3	5	40	143	3	186	3	8	23	34	14	236	18	268	493
Total Volume	3	5	13	21	139	581	11	731	21	19	149	189	47	930	108	1085	2026
% App. Total	14.3	23.8	61.9		19	79.5	1.5		11.1	10.1	78.8		4.3	85.7	10		
PHF	.375	.625	.650	.750	.869	.931	.917	.932	.750	.594	.776	.815	.839	.887	.643	.907	.921



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : GreenwoodAve_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

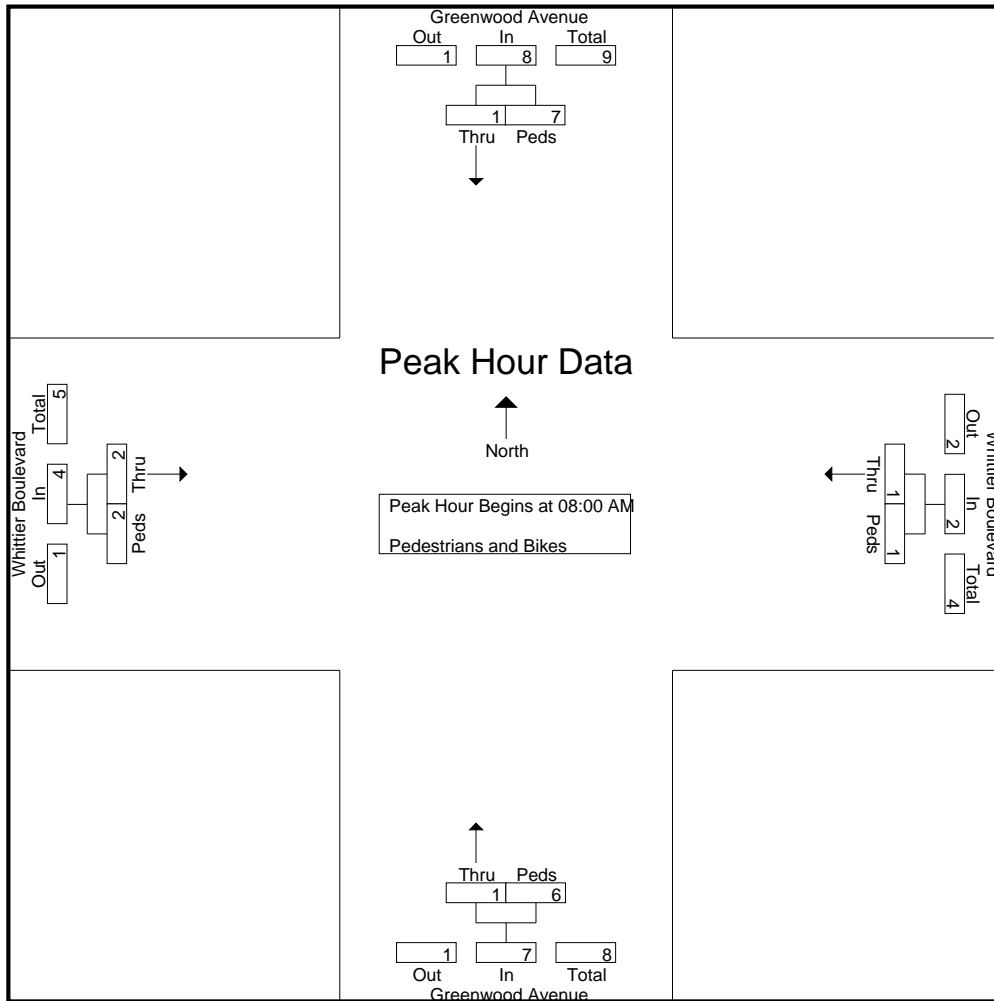
Groups Printed- Pedestrians and Bikes

Start Time	Greenwood Avenue North Leg		Whittier Boulevard East Leg		Greenwood Avenue South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	0	0	0	1	4	1	0	6
07:15 AM	1	1	0	0	1	0	0	1	4
07:30 AM	0	0	0	1	1	0	0	0	2
07:45 AM	1	1	0	0	1	3	0	0	6
Total	2	2	0	1	4	7	1	1	18
08:00 AM	0	1	0	0	0	1	0	2	4
08:15 AM	0	3	0	0	0	2	0	0	5
08:30 AM	1	2	0	0	0	2	0	0	5
08:45 AM	0	1	1	1	1	1	2	0	7
Total	1	7	1	1	1	6	2	2	21
04:00 PM	0	1	0	0	1	3	0	1	6
04:15 PM	0	0	0	1	0	1	0	1	3
04:30 PM	0	2	0	1	1	2	0	2	8
04:45 PM	0	1	1	0	0	1	0	0	3
Total	0	4	1	2	2	7	0	4	20
05:00 PM	2	1	0	0	0	2	0	3	8
05:15 PM	0	6	0	0	1	3	0	4	14
05:30 PM	5	1	0	0	0	2	0	1	9
05:45 PM	9	2	0	0	0	1	0	0	12
Total	16	10	0	0	1	8	0	8	43
Grand Total	19	23	2	4	8	28	3	15	102
Apprch %	45.2	54.8	33.3	66.7	22.2	77.8	16.7	83.3	
Total %	18.6	22.5	2	3.9	7.8	27.5	2.9	14.7	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : GreenwoodAve_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

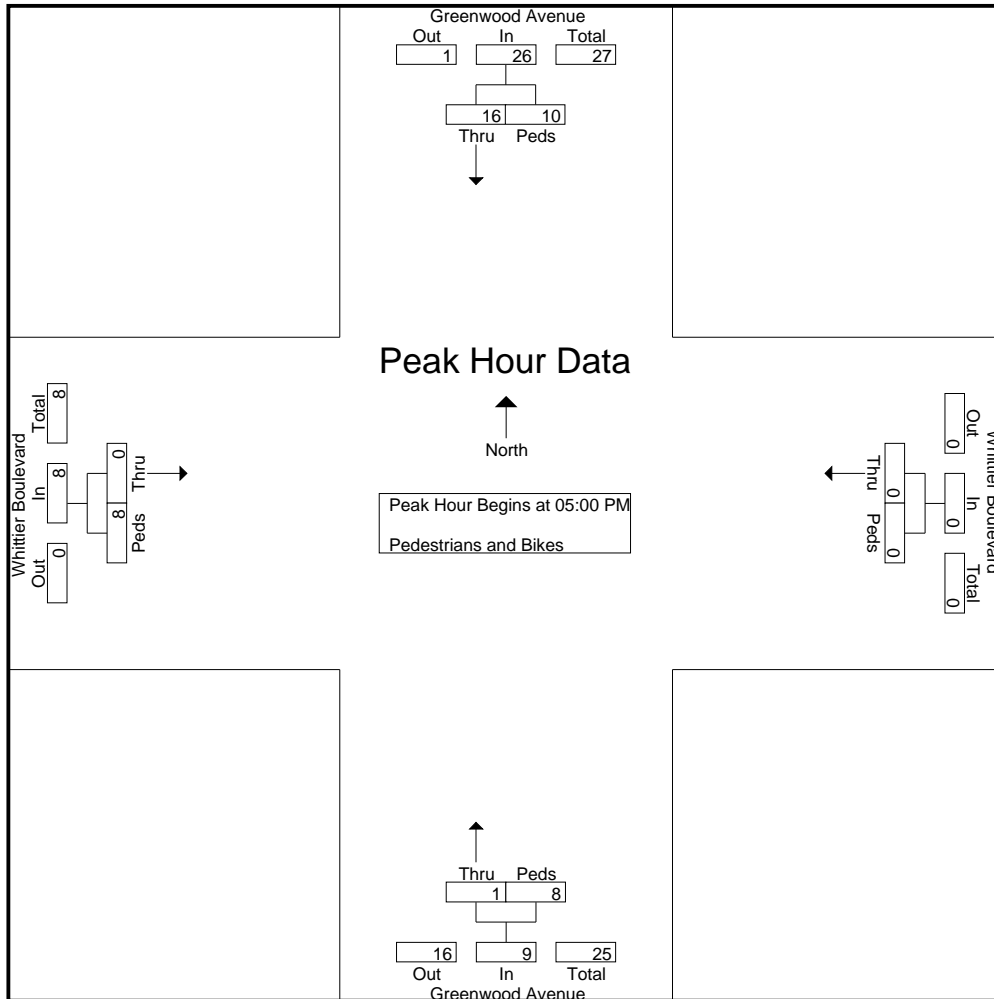
Start Time	Greenwood Avenue North Leg			Whittier Boulevard East Leg			Greenwood Avenue South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	1	1	0	0	0	0	1	1	0	2	2	4
08:15 AM	0	3	3	0	0	0	0	2	2	0	0	0	5
08:30 AM	1	2	3	0	0	0	0	2	2	0	0	0	5
08:45 AM	0	1	1	1	1	2	1	1	2	2	0	2	7
Total Volume	1	7	8	1	1	2	1	6	7	2	2	4	21
% App. Total	12.5	87.5		50	50		14.3	85.7		50	50		
PHF	.250	.583	.667	.250	.250	.250	.250	.750	.875	.250	.250	.500	.750



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : GreenwoodAve_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Greenwood Avenue North Leg			Whittier Boulevard East Leg			Greenwood Avenue South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	2	1	3	0	0	0	0	2	2	0	3	3	8
05:15 PM	0	6	6	0	0	0	1	3	4	0	4	4	14
05:30 PM	5	1	6	0	0	0	0	2	2	0	1	1	9
05:45 PM	9	2	11	0	0	0	0	1	1	0	0	0	12
Total Volume	16	10	26	0	0	0	1	8	9	0	8	8	43
% App. Total	61.5	38.5		0	0		11.1	88.9		0	100		
PHF	.444	.417	.591	.000	.000	.000	.250	.667	.563	.000	.500	.500	.768



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 12thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

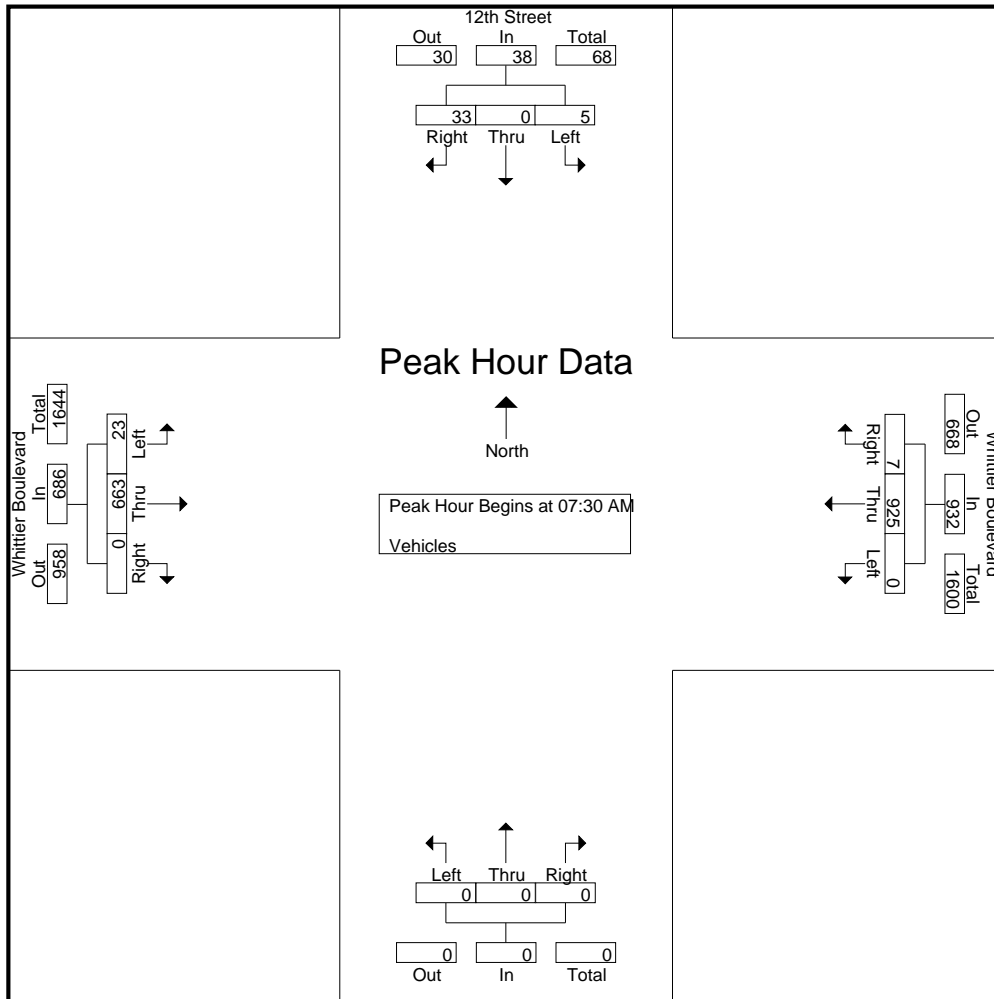
Groups Printed- Vehicles

Start Time	12th Street Southbound			Whittier Boulevard Westbound			Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	4	0	214	0	0	0	0	1	120	0	341
07:15 AM	1	0	2	0	212	0	0	0	0	1	106	0	322
07:30 AM	1	0	4	0	233	0	0	0	0	2	147	0	387
07:45 AM	2	0	13	0	251	3	0	0	0	10	155	0	434
Total	6	0	23	0	910	3	0	0	0	14	528	0	1484
08:00 AM	1	0	9	0	240	1	0	0	0	7	159	0	417
08:15 AM	1	0	7	0	201	3	0	0	0	4	202	0	418
08:30 AM	2	0	4	0	177	0	0	0	0	3	199	0	385
08:45 AM	0	0	5	0	154	1	0	0	0	1	174	0	335
Total	4	0	25	0	772	5	0	0	0	15	734	0	1555
04:00 PM	0	0	7	0	171	1	0	0	0	5	230	0	414
04:15 PM	1	0	9	0	162	2	0	0	0	9	271	0	454
04:30 PM	2	0	3	0	153	3	0	0	0	5	245	0	411
04:45 PM	0	0	3	0	154	1	0	0	0	5	296	0	459
Total	3	0	22	0	640	7	0	0	0	24	1042	0	1738
05:00 PM	0	0	9	0	163	0	0	0	0	7	307	0	486
05:15 PM	1	0	8	0	153	0	0	0	0	8	260	0	430
05:30 PM	0	0	3	0	142	1	0	0	0	9	230	0	385
05:45 PM	0	0	5	0	151	1	0	0	0	12	226	0	395
Total	1	0	25	0	609	2	0	0	0	36	1023	0	1696
Grand Total	14	0	95	0	2931	17	0	0	0	89	3327	0	6473
Apprch %	12.8	0	87.2	0	99.4	0.6	0	0	0	2.6	97.4	0	
Total %	0.2	0	1.5	0	45.3	0.3	0	0	0	1.4	51.4	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 12thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

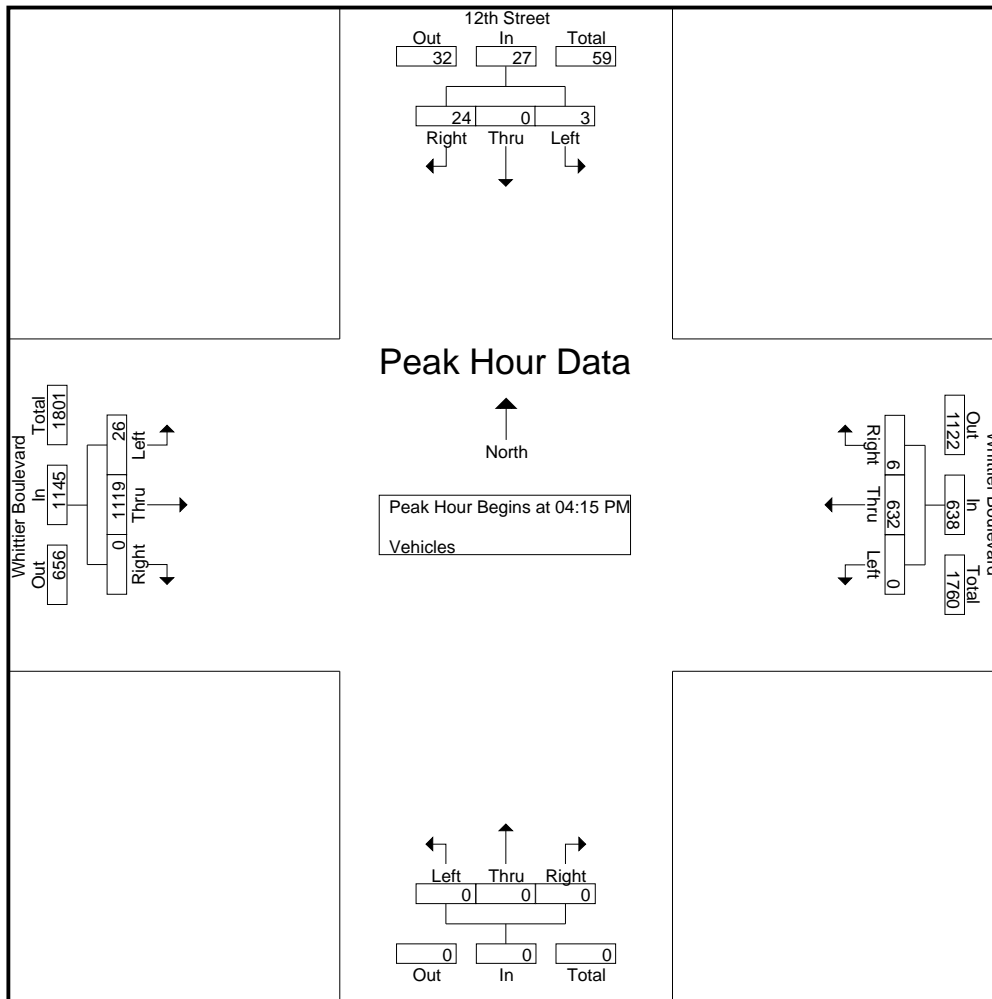
Start Time	12th Street Southbound				Whittier Boulevard Westbound				Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	4	5	0	233	0	233	0	0	0	0	2	147	0	149	387
07:45 AM	2	0	13	15	0	251	3	254	0	0	0	0	10	155	0	165	434
08:00 AM	1	0	9	10	0	240	1	241	0	0	0	0	7	159	0	166	417
08:15 AM	1	0	7	8	0	201	3	204	0	0	0	0	4	202	0	206	418
Total Volume	5	0	33	38	0	925	7	932	0	0	0	0	23	663	0	686	1656
% App. Total	13.2	0	86.8		0	99.2	0.8		0	0	0		3.4	96.6	0		
PHF	.625	.000	.635	.633	.000	.921	.583	.917	.000	.000	.000	.000	.575	.821	.000	.833	.954



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 12thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	12th Street Southbound				Whittier Boulevard Westbound				Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	9	10	0	162	2	164	0	0	0	0	9	271	0	280	454
04:30 PM	2	0	3	5	0	153	3	156	0	0	0	0	5	245	0	250	411
04:45 PM	0	0	3	3	0	154	1	155	0	0	0	0	5	296	0	301	459
05:00 PM	0	0	9	9	0	163	0	163	0	0	0	0	7	307	0	314	486
Total Volume	3	0	24	27	0	632	6	638	0	0	0	0	26	1119	0	1145	1810
% App. Total	11.1	0	88.9		0	99.1	0.9		0	0	0		2.3	97.7	0		
PHF	.375	.000	.667	.675	.000	.969	.500	.973	.000	.000	.000	.000	.722	.911	.000	.912	.931



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 12thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

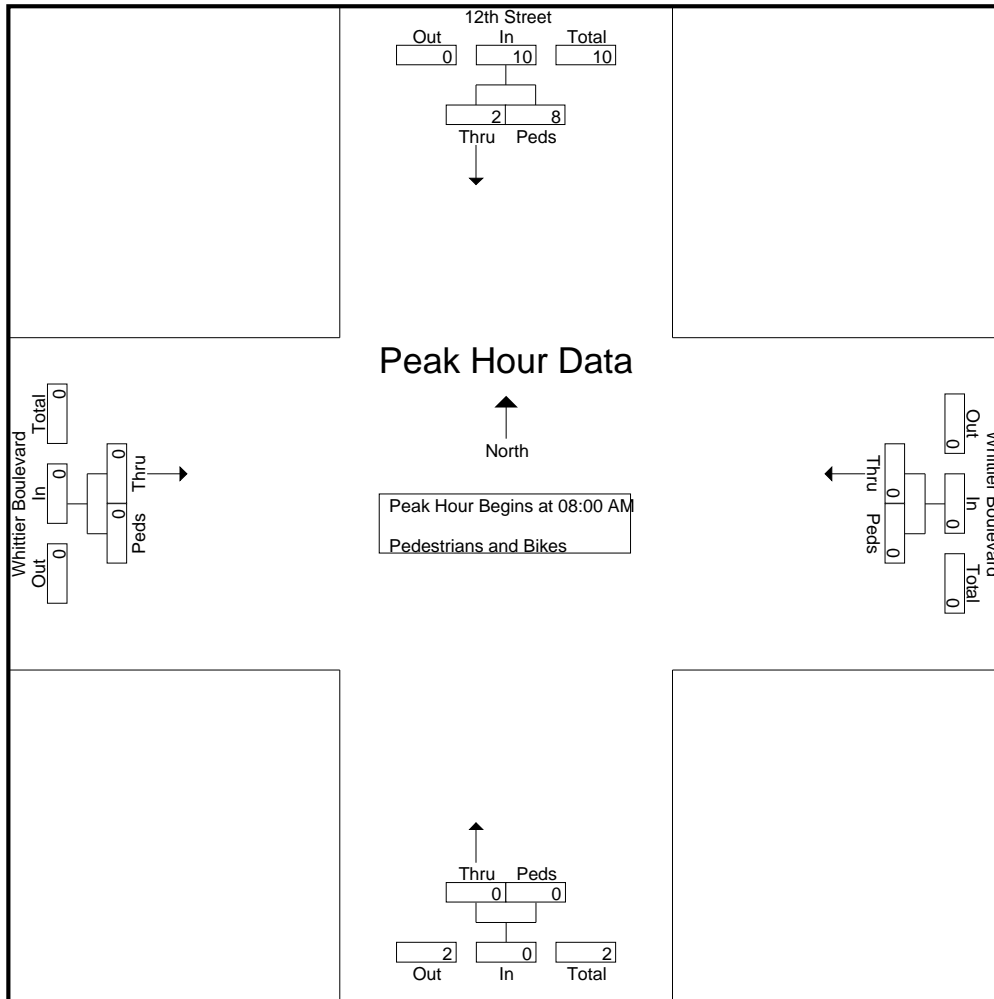
Groups Printed- Pedestrians and Bikes

Start Time	12th Street North Leg		Whittier Boulevard East Leg		South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Thru	Peds	Bikes	Peds	
07:00 AM	0	1	0	0	0	0	0	0	1
07:15 AM	1	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	0	0	0	0	0	2
Total	2	2	0	0	0	0	0	0	4
08:00 AM	0	2	0	0	0	0	0	0	2
08:15 AM	1	3	0	0	0	0	0	0	4
08:30 AM	1	0	0	0	0	0	0	0	1
08:45 AM	0	3	0	0	0	0	0	0	3
Total	2	8	0	0	0	0	0	0	10
04:00 PM	0	3	0	0	0	0	0	0	3
04:15 PM	0	3	0	0	0	0	0	0	3
04:30 PM	2	2	0	0	0	0	0	0	4
04:45 PM	2	3	0	0	0	0	0	0	5
Total	4	11	0	0	0	0	0	0	15
05:00 PM	2	1	0	0	0	0	0	0	3
05:15 PM	5	3	0	0	0	0	0	0	8
05:30 PM	3	3	0	0	0	0	0	0	6
05:45 PM	5	8	0	0	0	0	0	0	13
Total	15	15	0	0	0	0	0	0	30
Grand Total	23	36	0	0	0	0	0	0	59
Apprch %	39	61	0	0	0	0	0	0	
Total %	39	61	0	0	0	0	0	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 12thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

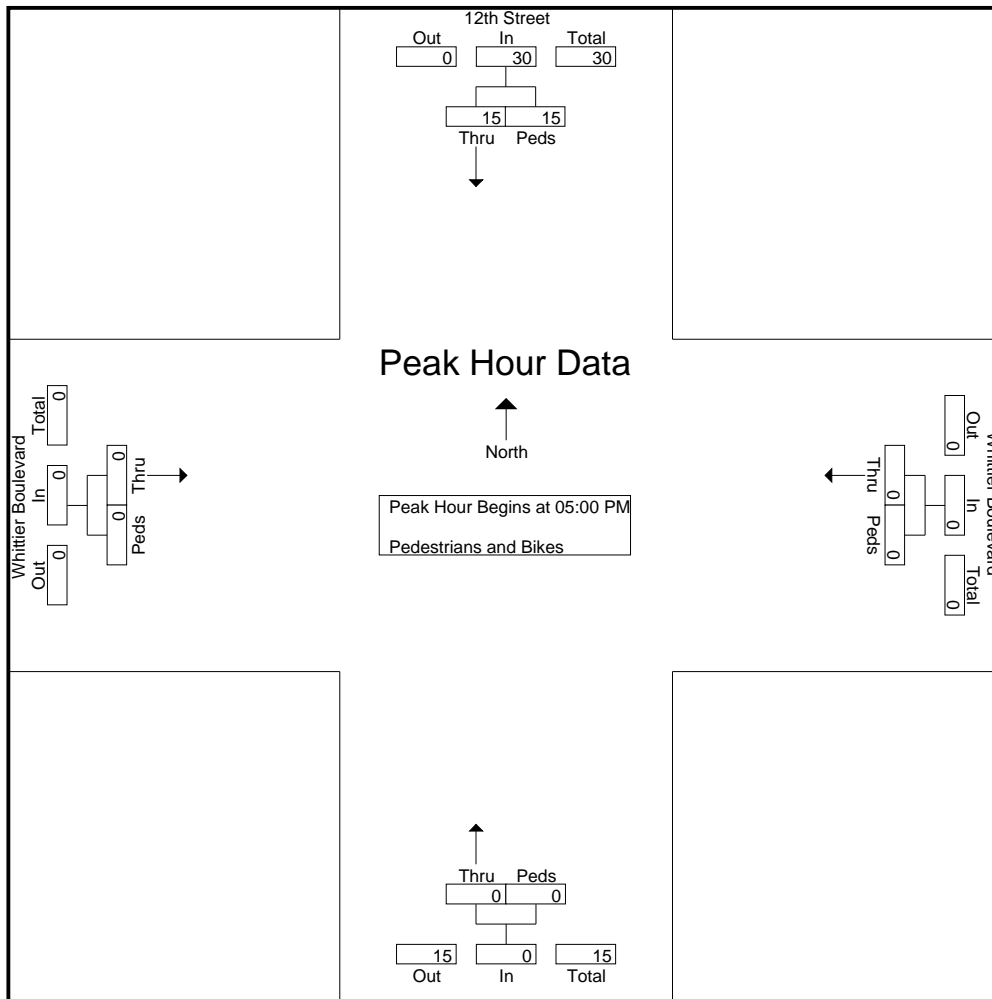
Start Time	12th Street North Leg			Whittier Boulevard East Leg			South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	2
08:15 AM	1	3	4	0	0	0	0	0	0	0	0	0	4
08:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	3
Total Volume	2	8	10	0	0	0	0	0	0	0	0	0	10
% App. Total	20	80		0	0		0	0		0	0		
PHF	.500	.667	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 12thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	12th Street North Leg			Whittier Boulevard East Leg			South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	2	1	3	0	0	0	0	0	0	0	0	0	3
05:15 PM	5	3	8	0	0	0	0	0	0	0	0	0	8
05:30 PM	3	3	6	0	0	0	0	0	0	0	0	0	6
05:45 PM	5	8	13	0	0	0	0	0	0	0	0	0	13
Total Volume	15	15	30	0	0	0	0	0	0	0	0	0	30
% App. Total	50	50		0	0		0	0		0	0		
PHF	.750	.469	.577	.000	.000	.000	.000	.000	.000	.000	.000	.000	.577



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

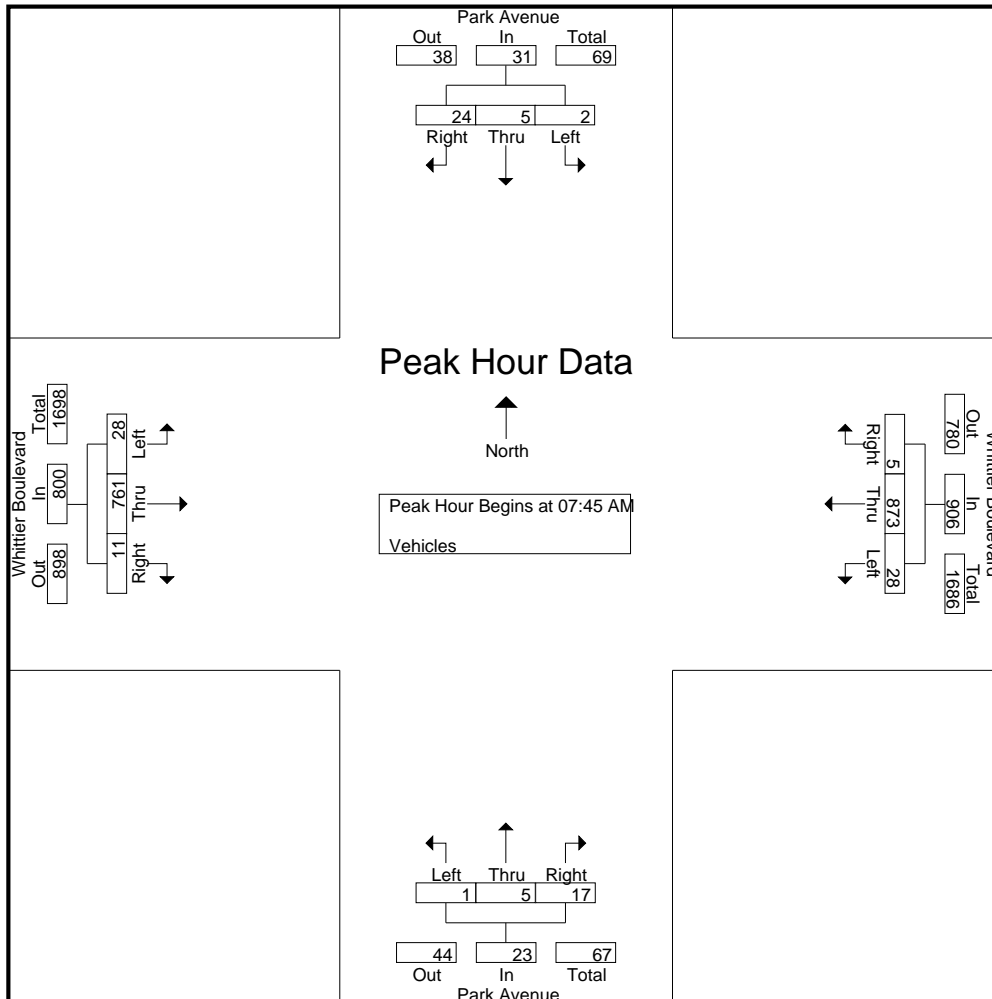
Groups Printed- Vehicles

Start Time	Park Avenue Southbound			Whittier Boulevard Westbound			Park Avenue Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	2	5	219	1	0	1	3	1	88	0	320
07:15 AM	0	0	1	6	203	1	1	0	2	2	112	1	329
07:30 AM	0	0	3	8	227	0	0	0	7	3	133	1	382
07:45 AM	1	0	1	10	252	2	0	1	5	9	160	3	444
Total	1	0	7	29	901	4	1	2	17	15	493	5	1475
08:00 AM	1	1	7	8	240	2	0	3	3	9	175	0	449
08:15 AM	0	3	13	7	207	0	1	1	2	3	190	3	430
08:30 AM	0	1	3	3	174	1	0	0	7	7	236	5	437
08:45 AM	0	0	0	6	150	1	0	0	4	2	141	3	307
Total	1	5	23	24	771	4	1	4	16	21	742	11	1623
04:00 PM	0	0	1	4	162	3	0	0	2	12	278	3	465
04:15 PM	2	0	1	4	169	3	0	1	4	7	297	1	489
04:30 PM	3	1	1	8	148	1	0	2	4	8	277	1	454
04:45 PM	1	1	2	4	149	3	1	1	6	4	297	1	470
Total	6	2	5	20	628	10	1	4	16	31	1149	6	1878
05:00 PM	0	1	2	14	154	7	0	0	7	1	298	2	486
05:15 PM	0	0	4	8	150	4	0	0	9	2	277	4	458
05:30 PM	0	1	0	4	142	2	0	0	6	6	271	1	433
05:45 PM	1	1	0	6	154	1	0	0	5	6	276	5	455
Total	1	3	6	32	600	14	0	0	27	15	1122	12	1832
Grand Total	9	10	41	105	2900	32	3	10	76	82	3506	34	6808
Apprch %	15	16.7	68.3	3.5	95.5	1.1	3.4	11.2	85.4	2.3	96.8	0.9	
Total %	0.1	0.1	0.6	1.5	42.6	0.5	0	0.1	1.1	1.2	51.5	0.5	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

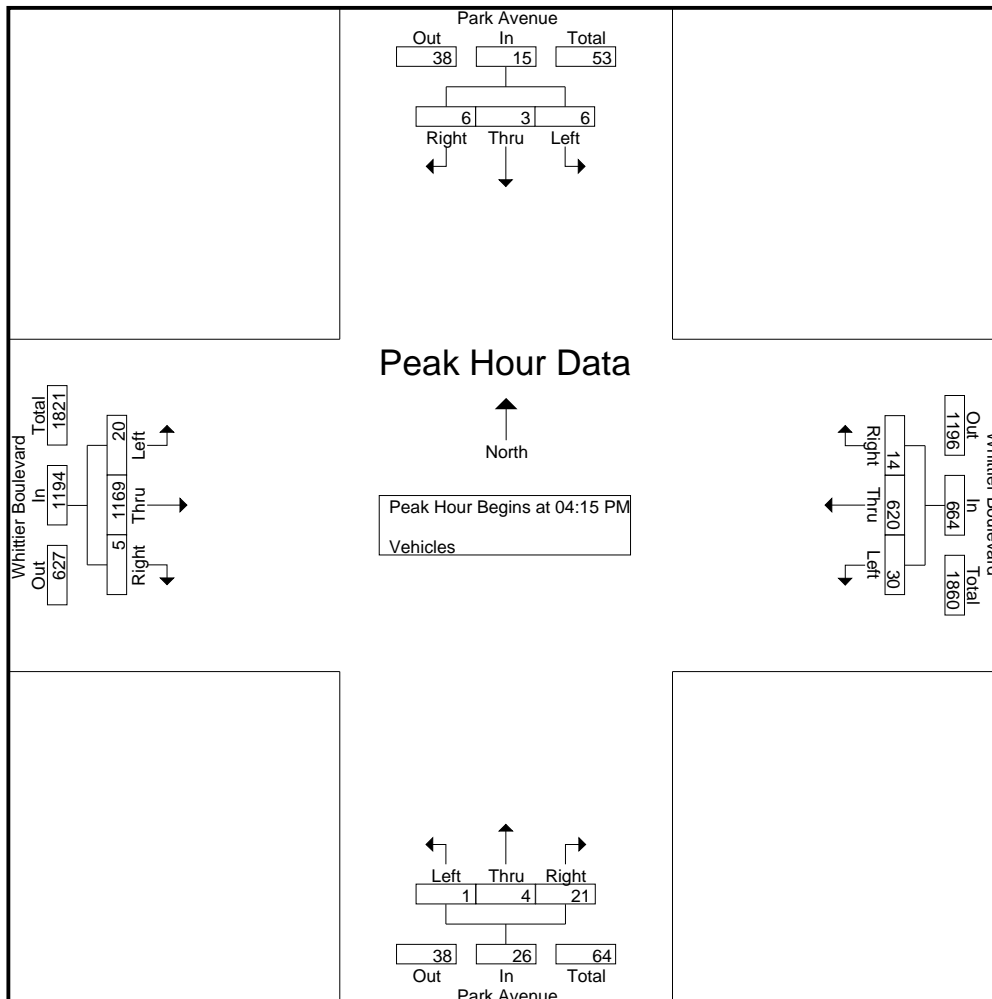
Start Time	Park Avenue Southbound				Whittier Boulevard Westbound				Park Avenue Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	1	2	10	252	2	264	0	1	5	6	9	160	3	172	444
08:00 AM	1	1	7	9	8	240	2	250	0	3	3	6	9	175	0	184	449
08:15 AM	0	3	13	16	7	207	0	214	1	1	2	4	3	190	3	196	430
08:30 AM	0	1	3	4	3	174	1	178	0	0	7	7	7	236	5	248	437
Total Volume	2	5	24	31	28	873	5	906	1	5	17	23	28	761	11	800	1760
% App. Total	6.5	16.1	77.4		3.1	96.4	0.6		4.3	21.7	73.9		3.5	95.1	1.4		
PHF	.500	.417	.462	.484	.700	.866	.625	.858	.250	.417	.607	.821	.778	.806	.550	.806	.980



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Park Avenue Southbound				Whittier Boulevard Westbound				Park Avenue Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	1	3	4	169	3	176	0	1	4	5	7	297	1	305	489
04:30 PM	3	1	1	5	8	148	1	157	0	2	4	6	8	277	1	286	454
04:45 PM	1	1	2	4	4	149	3	156	1	1	6	8	4	297	1	302	470
05:00 PM	0	1	2	3	14	154	7	175	0	0	7	7	1	298	2	301	486
Total Volume	6	3	6	15	30	620	14	664	1	4	21	26	20	1169	5	1194	1899
% App. Total	40	20	40		4.5	93.4	2.1		3.8	15.4	80.8		1.7	97.9	0.4		
PHF	.500	.750	.750	.750	.536	.917	.500	.943	.250	.500	.750	.813	.625	.981	.625	.979	.971



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

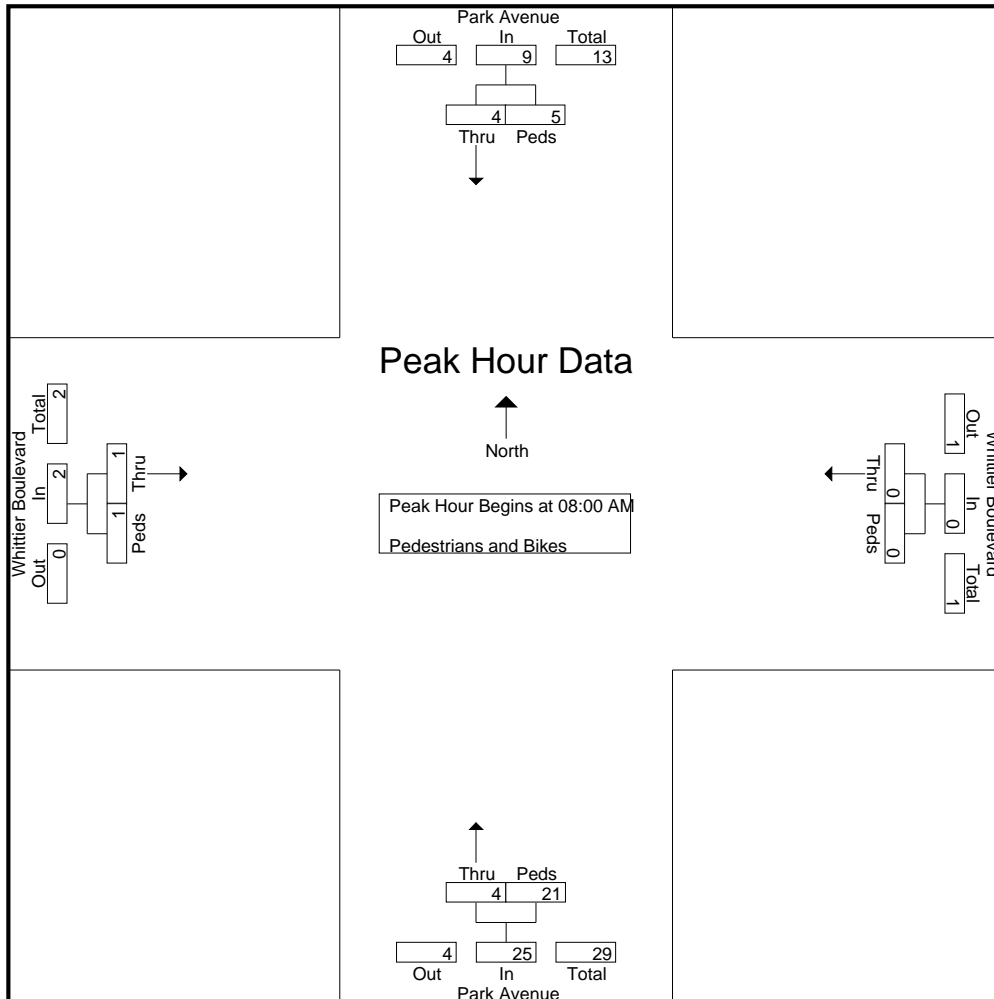
Groups Printed- Pedestrians and Bikes

Start Time	Park Avenue North Leg		Whittier Boulevard East Leg		Park Avenue South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	4	1	0	0	1	0	0	6
07:15 AM	2	0	0	0	2	2	0	0	6
07:30 AM	0	0	0	0	1	1	0	0	2
07:45 AM	0	2	0	0	0	4	0	0	6
Total	2	6	1	0	3	8	0	0	20
08:00 AM	0	1	0	0	2	6	1	1	11
08:15 AM	0	0	0	0	1	4	0	0	5
08:30 AM	1	3	0	0	1	8	0	0	13
08:45 AM	3	1	0	0	0	3	0	0	7
Total	4	5	0	0	4	21	1	1	36
04:00 PM	0	2	0	0	2	4	0	0	8
04:15 PM	1	0	0	0	1	5	0	0	7
04:30 PM	1	0	0	0	2	6	0	0	9
04:45 PM	0	3	0	1	1	7	0	1	13
Total	2	5	0	1	6	22	0	1	37
05:00 PM	0	4	0	0	0	10	0	0	14
05:15 PM	0	3	0	0	3	6	0	0	12
05:30 PM	0	2	0	1	3	5	0	1	12
05:45 PM	0	1	1	0	1	3	0	0	6
Total	0	10	1	1	7	24	0	1	44
Grand Total	8	26	2	2	20	75	1	3	137
Apprch %	23.5	76.5	50	50	21.1	78.9	25	75	
Total %	5.8	19	1.5	1.5	14.6	54.7	0.7	2.2	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

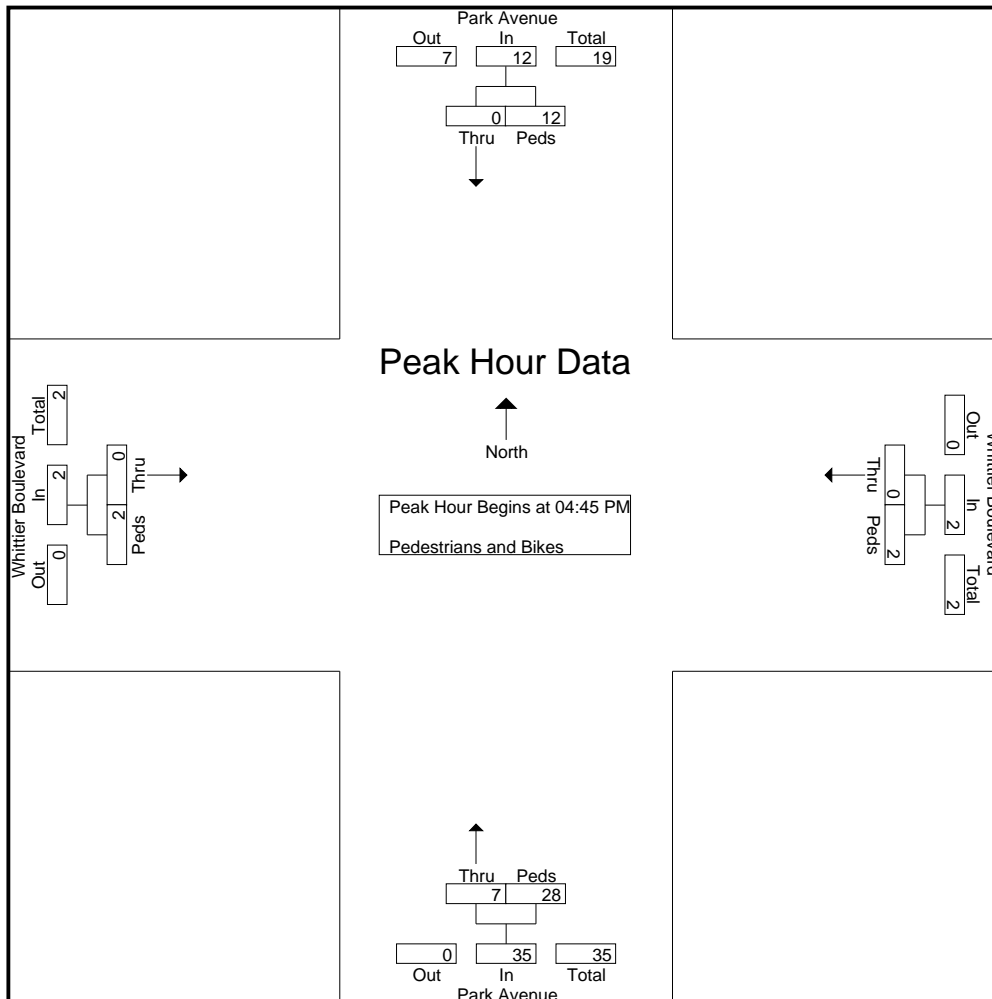
Start Time	Park Avenue North Leg			Whittier Boulevard East Leg			Park Avenue South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	1	1	0	0	0	2	6	8	1	1	2	11
08:15 AM	0	0	0	0	0	0	1	4	5	0	0	0	5
08:30 AM	1	3	4	0	0	0	1	8	9	0	0	0	13
08:45 AM	3	1	4	0	0	0	0	3	3	0	0	0	7
Total Volume	4	5	9	0	0	0	4	21	25	1	1	2	36
% App. Total	44.4	55.6		0	0		16	84		50	50		
PHF	.333	.417	.563	.000	.000	.000	.500	.656	.694	.250	.250	.250	.692



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ParkAve_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	Park Avenue North Leg			Whittier Boulevard East Leg			Park Avenue South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	3	3	0	1	1	1	7	8	0	1	1	13
05:00 PM	0	4	4	0	0	0	0	10	10	0	0	0	14
05:15 PM	0	3	3	0	0	0	3	6	9	0	0	0	12
05:30 PM	0	2	2	0	1	1	3	5	8	0	1	1	12
Total Volume	0	12	12	0	2	2	7	28	35	0	2	2	51
% App. Total	0	100		0	100		20	80		0	100		
PHF	.000	.750	.750	.000	.500	.500	.583	.700	.875	.000	.500	.500	.911



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 18thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

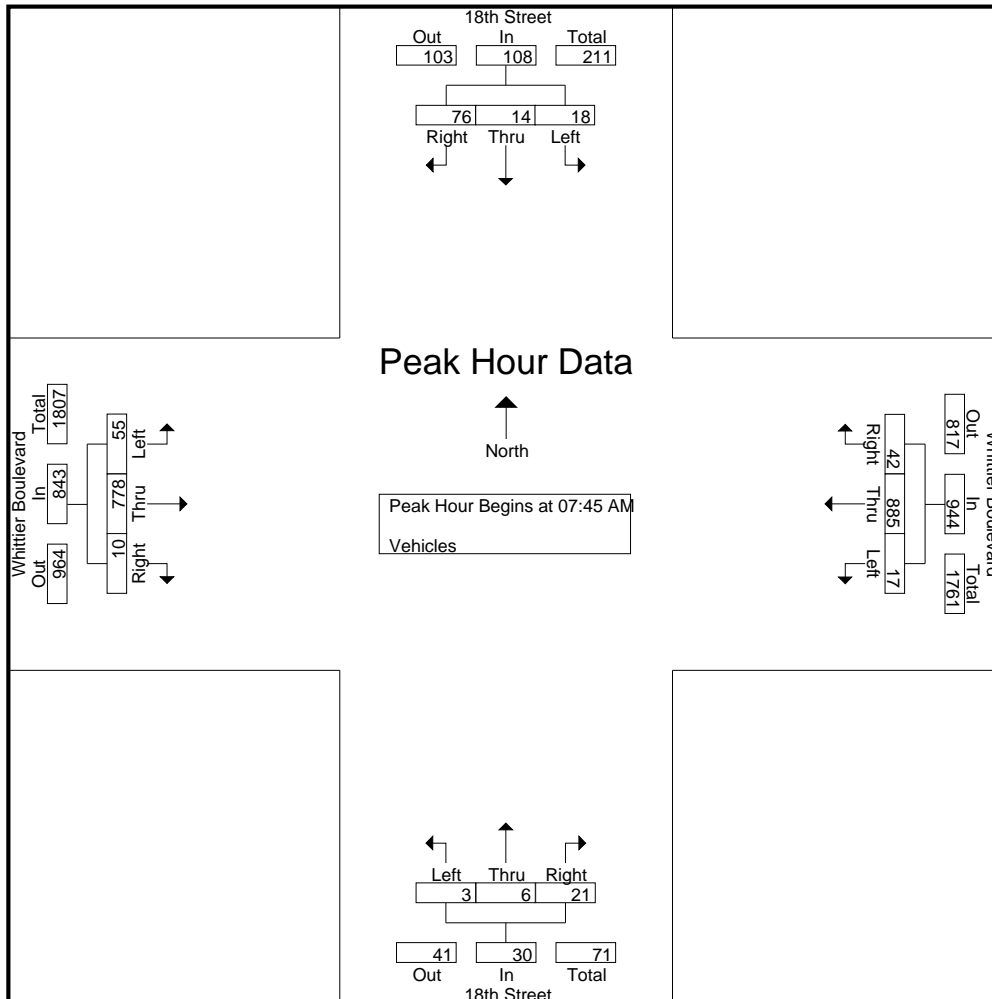
Groups Printed- Vehicles

Start Time	18th Street Southbound			Whittier Boulevard Westbound			18th Street Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	3	3	1	199	0	0	1	1	5	97	1	312
07:15 AM	0	0	4	5	201	3	2	2	2	4	114	1	338
07:30 AM	1	0	5	3	220	4	1	3	4	9	159	2	411
07:45 AM	3	3	18	2	202	9	0	1	6	14	165	1	424
Total	5	6	30	11	822	16	3	7	13	32	535	5	1485
08:00 AM	2	4	9	4	239	12	2	2	5	14	197	1	491
08:15 AM	2	1	29	6	239	8	1	2	5	23	199	6	521
08:30 AM	11	6	20	5	205	13	0	1	5	4	217	2	489
08:45 AM	3	3	6	2	145	5	0	0	2	9	145	0	320
Total	18	14	64	17	828	38	3	5	17	50	758	9	1821
04:00 PM	5	3	4	1	173	4	2	1	5	6	311	4	519
04:15 PM	3	2	4	2	172	1	2	0	2	11	323	5	527
04:30 PM	1	2	5	6	152	7	1	1	5	20	283	3	486
04:45 PM	0	1	7	4	183	2	0	3	4	16	324	4	548
Total	9	8	20	13	680	14	5	5	16	53	1241	16	2080
05:00 PM	1	1	5	3	174	7	0	2	1	9	352	1	556
05:15 PM	4	2	8	0	171	5	1	2	1	15	338	1	548
05:30 PM	3	3	13	7	196	7	0	0	9	13	310	3	564
05:45 PM	1	3	19	5	194	4	1	3	9	15	297	3	554
Total	9	9	45	15	735	23	2	7	20	52	1297	8	2222
Grand Total	41	37	159	56	3065	91	13	24	66	187	3831	38	7608
Apprch %	17.3	15.6	67.1	1.7	95.4	2.8	12.6	23.3	64.1	4.6	94.5	0.9	
Total %	0.5	0.5	2.1	0.7	40.3	1.2	0.2	0.3	0.9	2.5	50.4	0.5	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 18thSt_WhittierBlvd
Site Code : 00000000
Start Date : 3/4/2026
Page No : 2

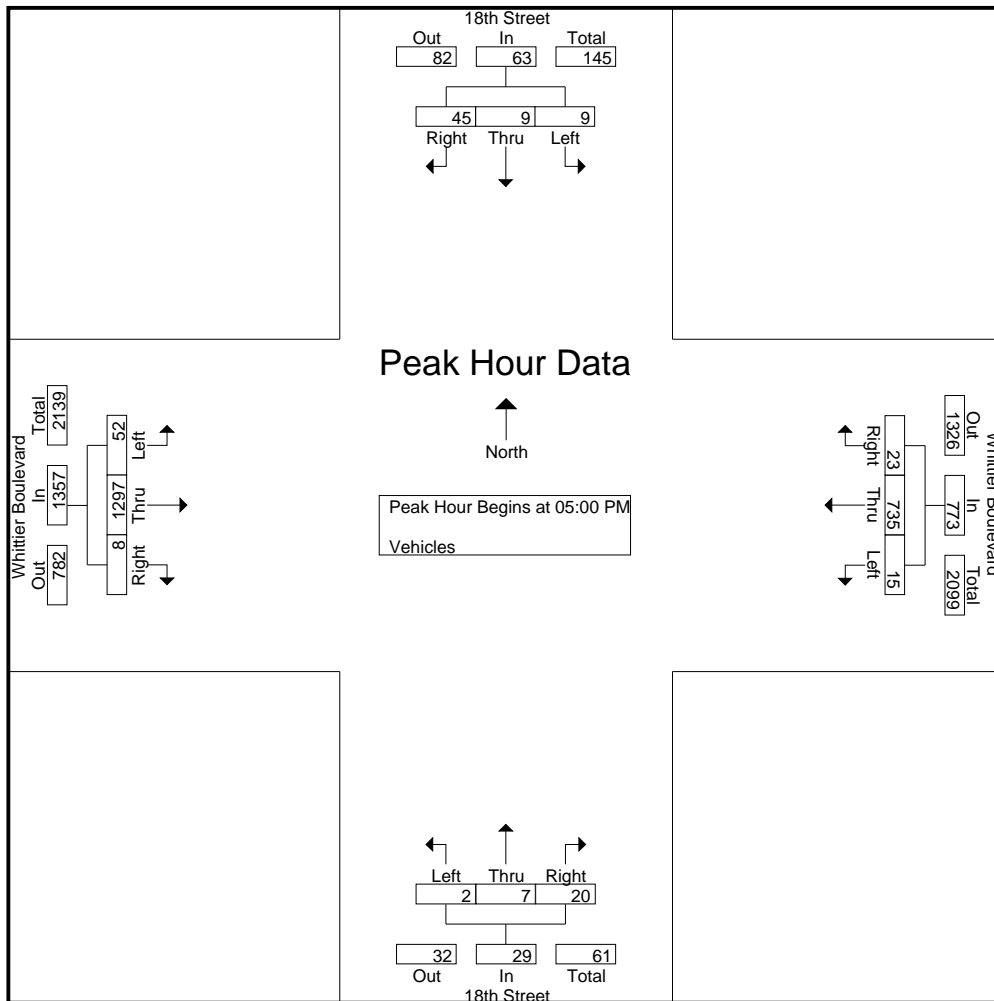
Start Time	18th Street Southbound				Whittier Boulevard Westbound				18th Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	3	18	24	2	202	9	213	0	1	6	7	14	165	1	180	424
08:00 AM	2	4	9	15	4	239	12	255	2	2	5	9	14	197	1	212	491
08:15 AM	2	1	29	32	6	239	8	253	1	2	5	8	23	199	6	228	521
08:30 AM	11	6	20	37	5	205	13	223	0	1	5	6	4	217	2	223	489
Total Volume	18	14	76	108	17	885	42	944	3	6	21	30	55	778	10	843	1925
% App. Total	16.7	13	70.4		1.8	93.8	4.4		10	20	70		6.5	92.3	1.2		
PHF	.409	.583	.655	.730	.708	.926	.808	.925	.375	.750	.875	.833	.598	.896	.417	.924	.924



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 18thSt_WhittierBlvd
Site Code : 00000000
Start Date : 3/4/2026
Page No : 3

Start Time	18th Street Southbound				Whittier Boulevard Westbound				18th Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	1	5	7	3	174	7	184	0	2	1	3	9	352	1	362	556
05:15 PM	4	2	8	14	0	171	5	176	1	2	1	4	15	338	1	354	548
05:30 PM	3	3	13	19	7	196	7	210	0	0	9	9	13	310	3	326	564
05:45 PM	1	3	19	23	5	194	4	203	1	3	9	13	15	297	3	315	554
Total Volume	9	9	45	63	15	735	23	773	2	7	20	29	52	1297	8	1357	2222
% App. Total	14.3	14.3	71.4		1.9	95.1	3		6.9	24.1	69		3.8	95.6	0.6		
PHF	.563	.750	.592	.685	.536	.938	.821	.920	.500	.583	.556	.558	.867	.921	.667	.937	.985



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 18thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

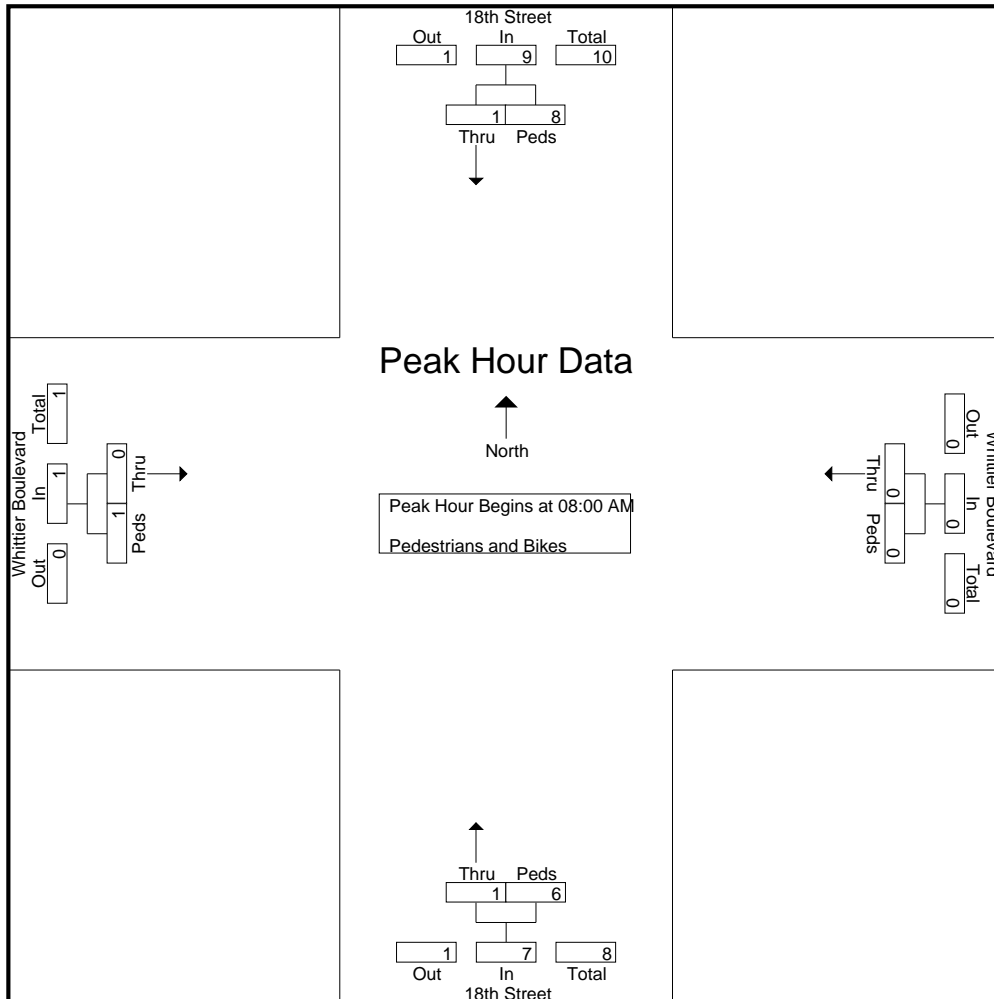
Groups Printed- Pedestrians and Bikes

Start Time	18th Street North Leg		Whittier Boulevard East Leg		18th Street South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	1	0	0	0	1	0	0	2
07:15 AM	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	0	1
Total	1	1	0	0	1	2	0	0	5
08:00 AM	0	0	0	0	0	4	0	0	4
08:15 AM	1	5	0	0	0	1	0	0	7
08:30 AM	0	1	0	0	0	0	0	0	1
08:45 AM	0	2	0	0	1	1	0	1	5
Total	1	8	0	0	1	6	0	1	17
04:00 PM	0	3	0	1	0	0	0	1	5
04:15 PM	0	0	0	0	0	4	0	0	4
04:30 PM	1	0	0	0	0	4	0	0	5
04:45 PM	1	0	0	2	0	3	0	0	6
Total	2	3	0	3	0	11	0	1	20
05:00 PM	0	3	0	0	0	0	0	0	3
05:15 PM	0	5	0	1	0	0	0	4	10
05:30 PM	2	2	0	0	2	0	0	0	6
05:45 PM	1	4	0	0	0	4	1	0	10
Total	3	14	0	1	2	4	1	4	29
Grand Total	7	26	0	4	4	23	1	6	71
Apprch %	21.2	78.8	0	100	14.8	85.2	14.3	85.7	
Total %	9.9	36.6	0	5.6	5.6	32.4	1.4	8.5	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 18thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

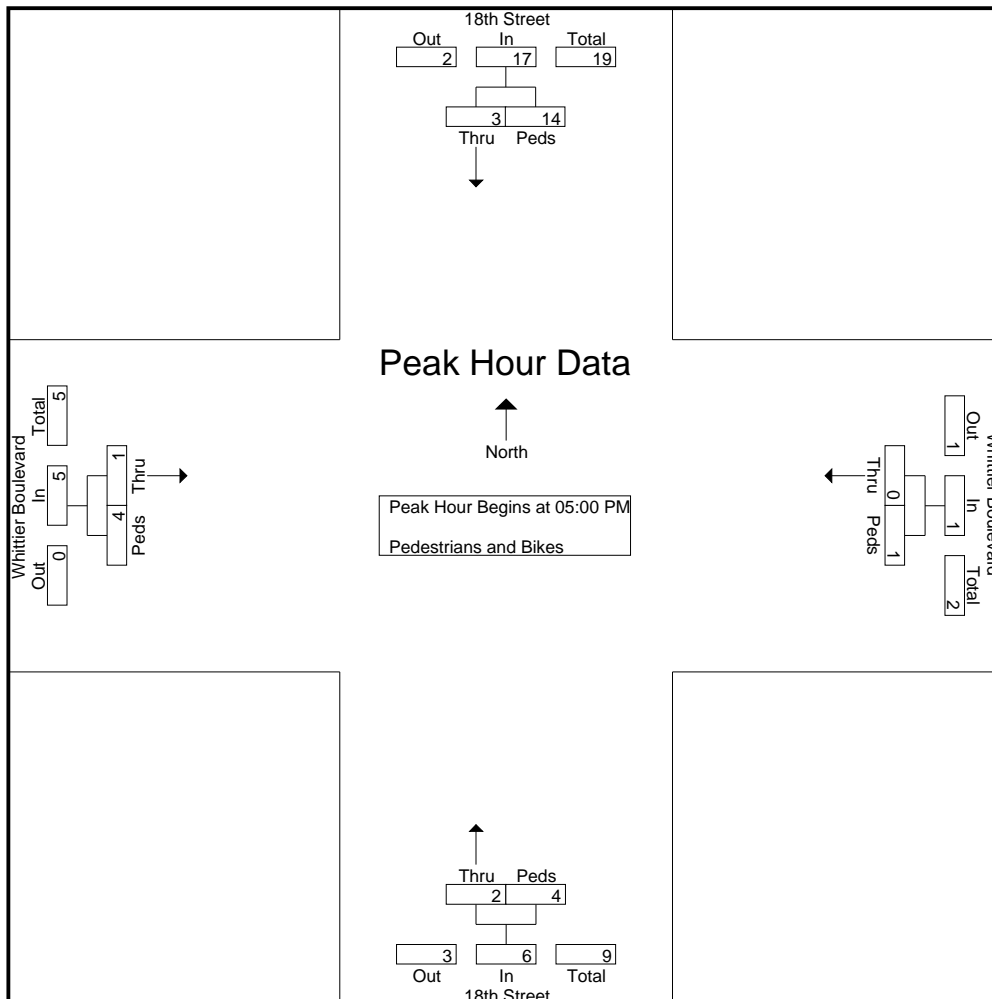
Start Time	18th Street North Leg			Whittier Boulevard East Leg			18th Street South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	0	4	4	0	0	0	4
08:15 AM	1	5	6	0	0	0	0	1	1	0	0	0	7
08:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	2	0	0	0	1	1	2	0	1	1	5
Total Volume	1	8	9	0	0	0	1	6	7	0	1	1	17
% App. Total	11.1	88.9		0	0		14.3	85.7		0	100		
PHF	.250	.400	.375	.000	.000	.000	.250	.375	.438	.000	.250	.250	.607



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 18thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	18th Street North Leg			Whittier Boulevard East Leg			18th Street South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	5	5	0	1	1	0	0	0	0	4	4	10
05:30 PM	2	2	4	0	0	0	2	0	2	0	0	0	6
05:45 PM	1	4	5	0	0	0	0	4	4	1	0	1	10
Total Volume	3	14	17	0	1	1	2	4	6	1	4	5	29
% App. Total	17.6	82.4		0	100		33.3	66.7		20	80		
PHF	.375	.700	.850	.000	.250	.250	.250	.250	.375	.250	.250	.313	.725



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 19thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

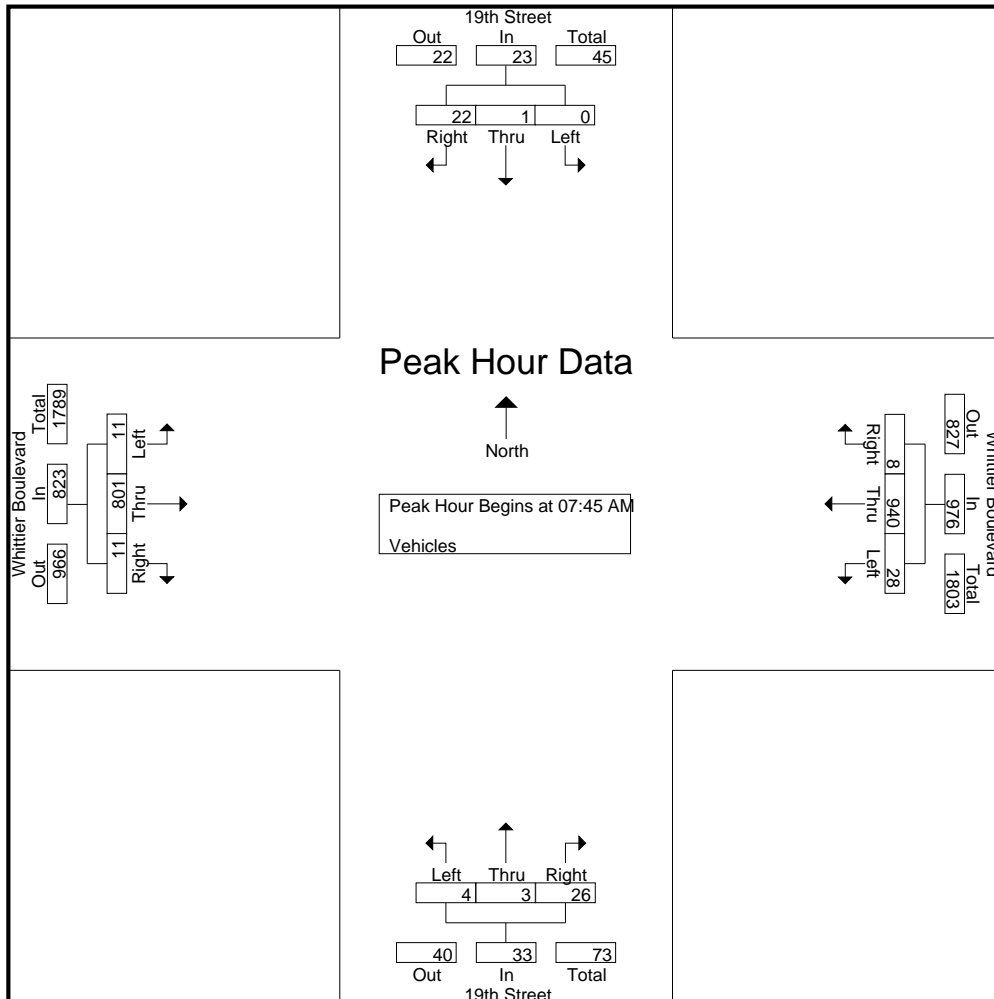
Groups Printed- Vehicles

Start Time	19th Street Southbound			Whittier Boulevard Westbound			19th Street Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	1	2	215	2	0	0	6	1	98	0	325
07:15 AM	0	0	0	5	204	3	0	0	4	1	117	1	335
07:30 AM	0	0	3	0	208	2	0	0	4	0	168	0	385
07:45 AM	0	1	6	7	218	0	1	0	5	1	189	3	431
Total	0	1	10	14	845	7	1	0	19	3	572	4	1476
08:00 AM	0	0	3	5	235	2	0	1	8	4	184	3	445
08:15 AM	0	0	4	10	267	4	2	0	7	2	215	3	514
08:30 AM	0	0	9	6	220	2	1	2	6	4	213	2	465
08:45 AM	0	1	1	6	143	1	1	0	9	4	148	2	316
Total	0	1	17	27	865	9	4	3	30	14	760	10	1740
04:00 PM	1	0	1	3	173	4	0	1	2	3	322	2	512
04:15 PM	0	0	0	7	176	1	0	0	3	1	355	3	546
04:30 PM	0	0	2	3	154	2	2	0	4	2	312	3	484
04:45 PM	0	0	0	3	174	2	2	1	2	5	349	4	542
Total	1	0	3	16	677	9	4	2	11	11	1338	12	2084
05:00 PM	0	1	2	0	179	2	0	0	3	1	368	7	563
05:15 PM	0	1	0	1	182	3	1	1	2	4	315	2	512
05:30 PM	1	0	4	5	192	2	2	0	3	4	323	5	541
05:45 PM	0	1	4	3	195	1	2	1	9	6	292	2	516
Total	1	3	10	9	748	8	5	2	17	15	1298	16	2132
Grand Total	2	5	40	66	3135	33	14	7	77	43	3968	42	7432
Apprch %	4.3	10.6	85.1	2	96.9	1	14.3	7.1	78.6	1.1	97.9	1	
Total %	0	0.1	0.5	0.9	42.2	0.4	0.2	0.1	1	0.6	53.4	0.6	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 19thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

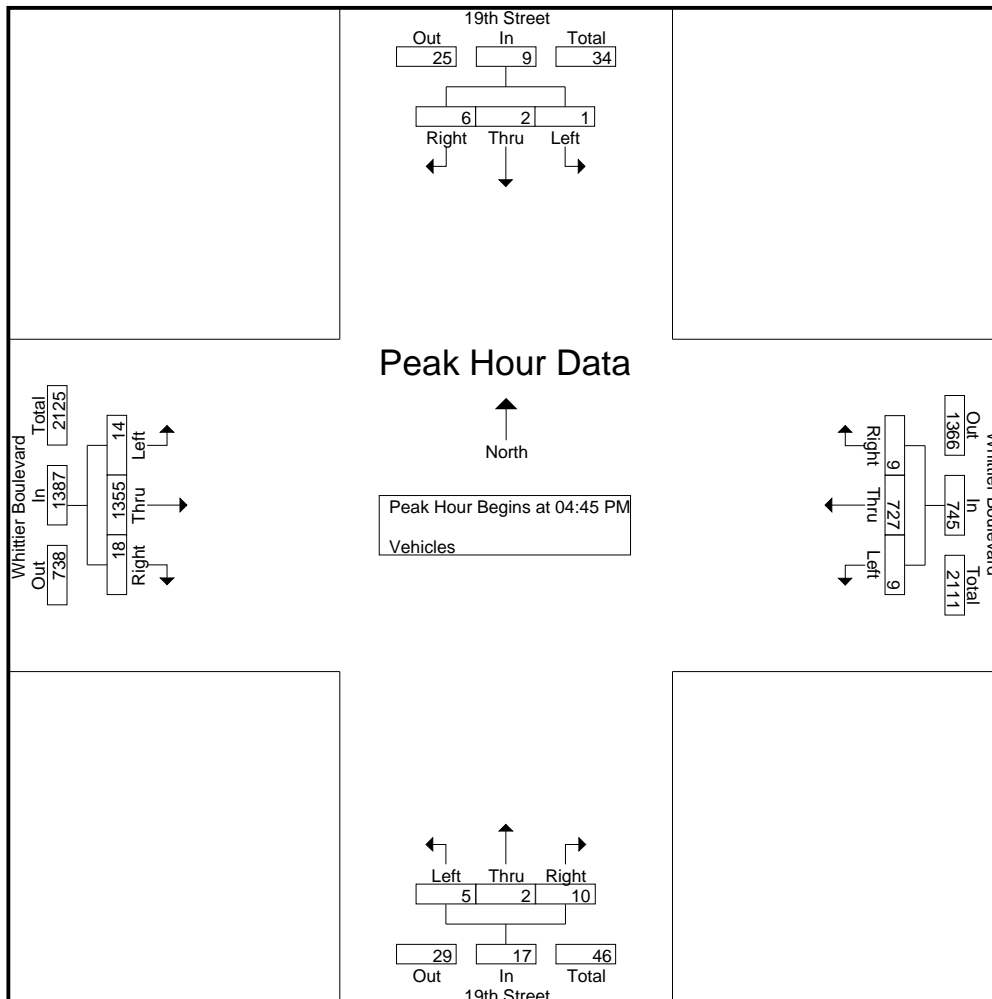
Start Time	19th Street Southbound				Whittier Boulevard Westbound				19th Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	6	7	7	218	0	225	1	0	5	6	1	189	3	193	431
08:00 AM	0	0	3	3	5	235	2	242	0	1	8	9	4	184	3	191	445
08:15 AM	0	0	4	4	10	267	4	281	2	0	7	9	2	215	3	220	514
08:30 AM	0	0	9	9	6	220	2	228	1	2	6	9	4	213	2	219	465
Total Volume	0	1	22	23	28	940	8	976	4	3	26	33	11	801	11	823	1855
% App. Total	0	4.3	95.7		2.9	96.3	0.8		12.1	9.1	78.8		1.3	97.3	1.3		
PHF	.000	.250	.611	.639	.700	.880	.500	.868	.500	.375	.813	.917	.688	.931	.917	.935	.902



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 19thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	19th Street Southbound				Whittier Boulevard Westbound				19th Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	3	174	2	179	2	1	2	5	5	349	4	358	542
05:00 PM	0	1	2	3	0	179	2	181	0	0	3	3	1	368	7	376	563
05:15 PM	0	1	0	1	1	182	3	186	1	1	2	4	4	315	2	321	512
05:30 PM	1	0	4	5	5	192	2	199	2	0	3	5	4	323	5	332	541
Total Volume	1	2	6	9	9	727	9	745	5	2	10	17	14	1355	18	1387	2158
% App. Total	11.1	22.2	66.7		1.2	97.6	1.2		29.4	11.8	58.8		1	97.7	1.3		
PHF	.250	.500	.375	.450	.450	.947	.750	.936	.625	.500	.833	.850	.700	.921	.643	.922	.958



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 19thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

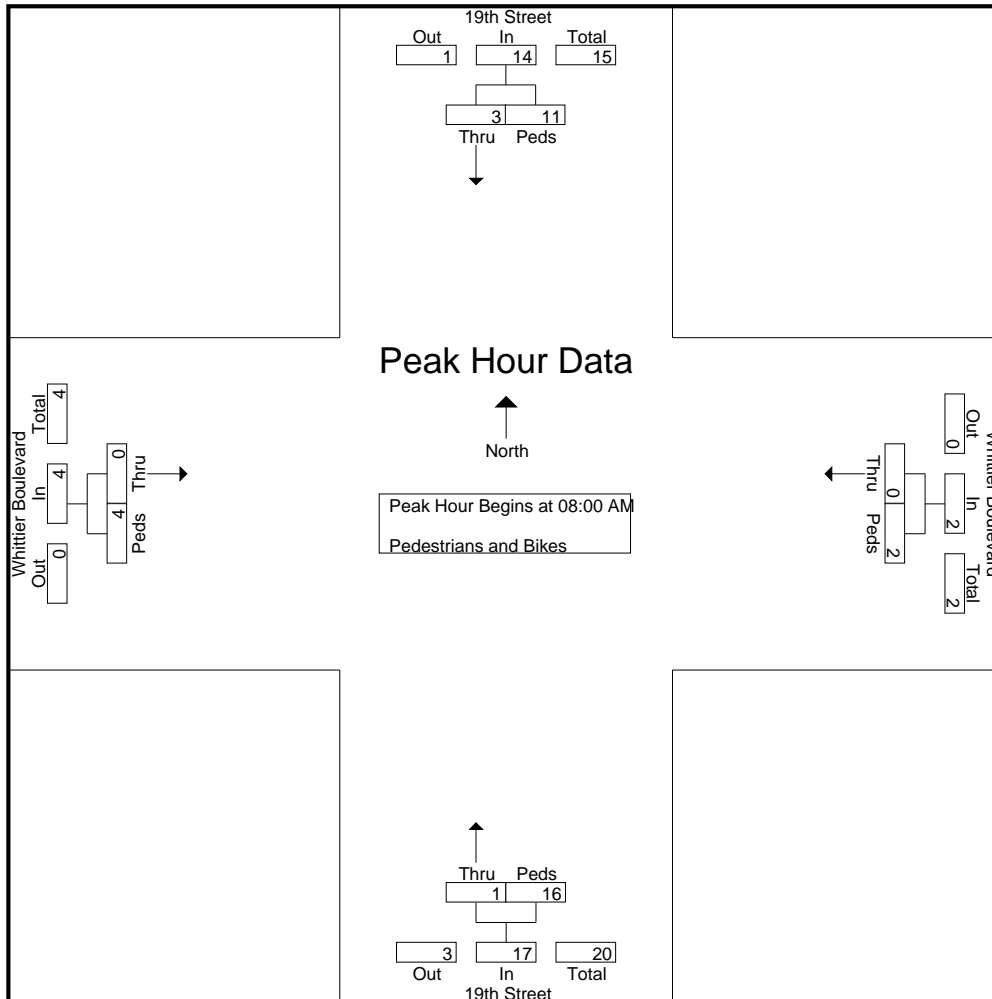
Groups Printed- Pedestrians and Bikes

Start Time	19th Street North Leg		Whittier Boulevard East Leg		19th Street South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	1	1	0	0	0	0	0	0	2
07:15 AM	1	1	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	1	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	1
Total	2	3	0	0	1	0	0	0	6
08:00 AM	0	0	0	1	0	4	0	1	6
08:15 AM	1	4	0	0	0	4	0	2	11
08:30 AM	1	4	0	0	0	3	0	1	9
08:45 AM	1	3	0	1	1	5	0	0	11
Total	3	11	0	2	1	16	0	4	37
04:00 PM	0	1	0	0	3	1	0	1	6
04:15 PM	1	2	0	0	2	4	0	0	9
04:30 PM	2	2	0	0	0	6	0	1	11
04:45 PM	1	1	0	0	3	6	0	4	15
Total	4	6	0	0	8	17	0	6	41
05:00 PM	1	0	0	0	2	1	1	0	5
05:15 PM	0	5	0	0	1	1	0	1	8
05:30 PM	2	3	0	0	2	1	0	0	8
05:45 PM	1	1	0	0	2	3	0	0	7
Total	4	9	0	0	7	6	1	1	28
Grand Total	13	29	0	2	17	39	1	11	112
Apprch %	31	69	0	100	30.4	69.6	8.3	91.7	
Total %	11.6	25.9	0	1.8	15.2	34.8	0.9	9.8	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 19thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

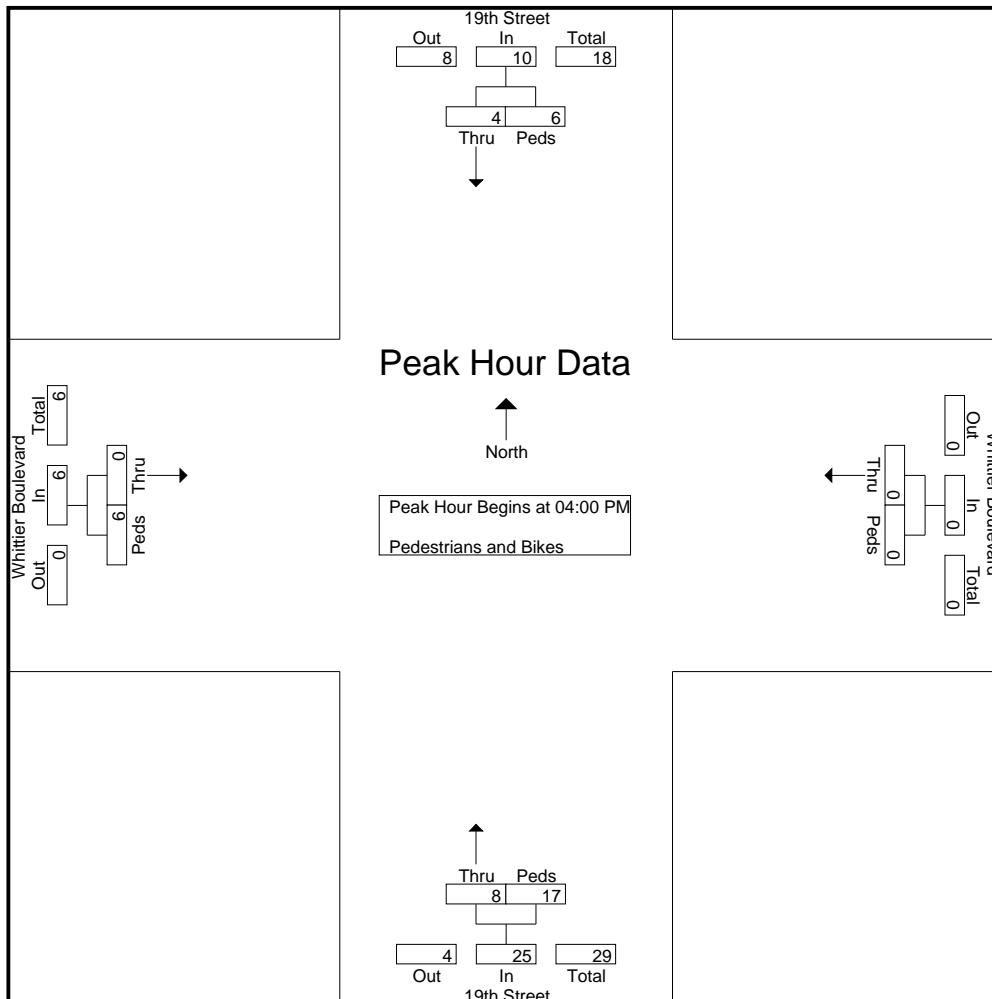
Start Time	19th Street North Leg			Whittier Boulevard East Leg			19th Street South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	1	1	0	4	4	0	1	1	6
08:15 AM	1	4	5	0	0	0	0	4	4	0	2	2	11
08:30 AM	1	4	5	0	0	0	0	3	3	0	1	1	9
08:45 AM	1	3	4	0	1	1	1	5	6	0	0	0	11
Total Volume	3	11	14	0	2	2	1	16	17	0	4	4	37
% App. Total	21.4	78.6		0	100		5.9	94.1		0	100		
PHF	.750	.688	.700	.000	.500	.500	.250	.800	.708	.000	.500	.500	.841



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 19thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	19th Street North Leg			Whittier Boulevard East Leg			19th Street South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	1	1	0	0	0	3	1	4	0	1	1	6
04:15 PM	1	2	3	0	0	0	2	4	6	0	0	0	9
04:30 PM	2	2	4	0	0	0	0	6	6	0	1	1	11
04:45 PM	1	1	2	0	0	0	3	6	9	0	4	4	15
Total Volume	4	6	10	0	0	0	8	17	25	0	6	6	41
% App. Total	40	60		0	0		32	68		0	100		
PHF	.500	.750	.625	.000	.000	.000	.667	.708	.694	.000	.375	.375	.683



CITY TRAFFIC COUNTERS
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File Name : 20thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

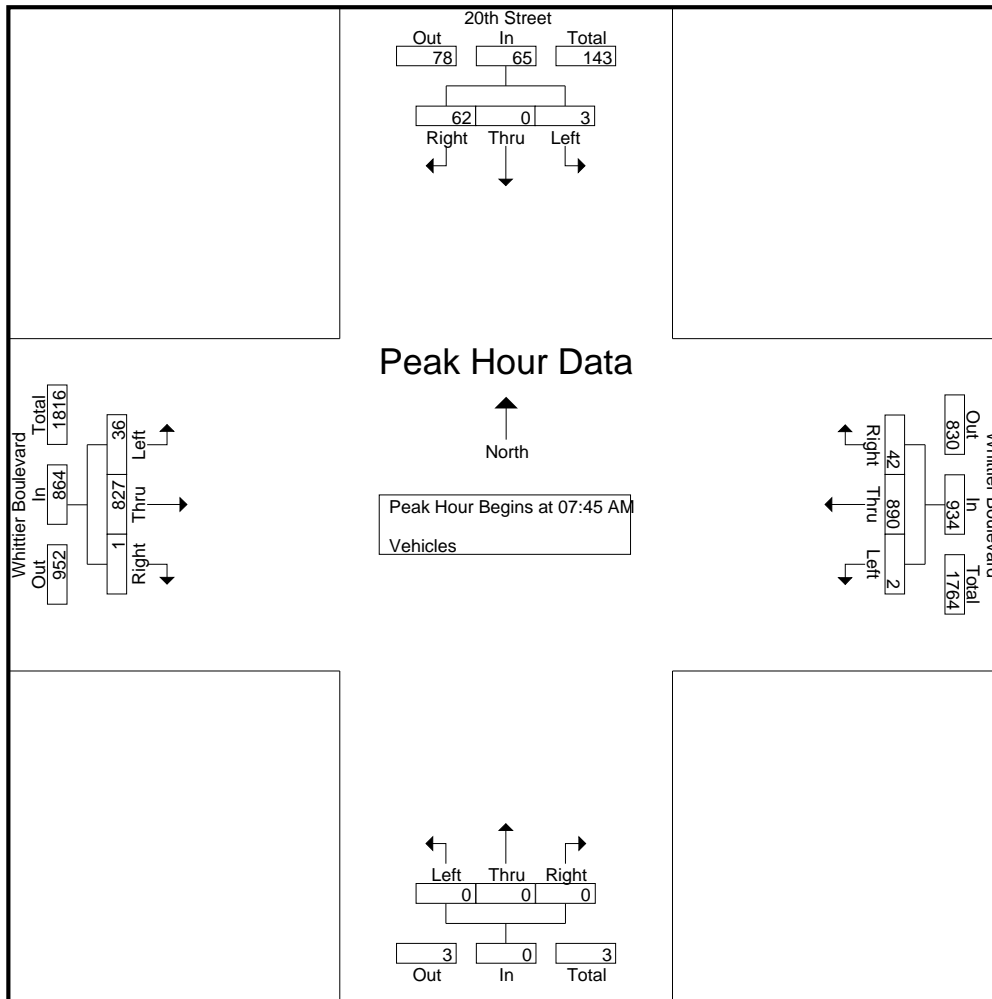
Groups Printed- Vehicles

Start Time	20th Street Southbound			Whittier Boulevard Westbound			Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	0	3	0	216	1	0	0	0	3	95	2	321
07:15 AM	0	0	6	0	194	3	0	0	0	8	120	0	331
07:30 AM	0	0	7	1	202	8	0	0	0	3	165	0	386
07:45 AM	0	0	5	0	214	2	0	0	0	5	199	0	425
Total	1	0	21	1	826	14	0	0	0	19	579	2	1463
08:00 AM	1	0	9	0	215	10	0	0	0	10	198	0	443
08:15 AM	2	0	24	2	254	17	0	0	0	17	212	1	529
08:30 AM	0	0	24	0	207	13	0	0	0	4	218	0	466
08:45 AM	1	0	4	1	136	3	0	0	0	4	149	1	299
Total	4	0	61	3	812	43	0	0	0	35	777	2	1737
04:00 PM	0	0	7	3	168	2	0	0	0	5	320	0	505
04:15 PM	1	0	3	1	180	1	0	0	0	8	350	4	548
04:30 PM	0	0	6	3	167	0	0	0	0	3	320	2	501
04:45 PM	1	0	1	0	171	1	0	0	0	3	354	3	534
Total	2	0	17	7	686	4	0	0	0	19	1344	9	2088
05:00 PM	0	0	2	0	192	6	0	0	0	5	385	1	591
05:15 PM	1	0	5	0	173	2	0	0	0	10	340	3	534
05:30 PM	0	0	4	4	178	1	0	0	0	7	328	6	528
05:45 PM	1	0	2	5	184	6	0	0	0	1	301	2	502
Total	2	0	13	9	727	15	0	0	0	23	1354	12	2155
Grand Total	9	0	112	20	3051	76	0	0	0	96	4054	25	7443
Apprch %	7.4	0	92.6	0.6	96.9	2.4	0	0	0	2.3	97.1	0.6	
Total %	0.1	0	1.5	0.3	41	1	0	0	0	1.3	54.5	0.3	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 20thSt_WhittierBlvd
Site Code : 00000000
Start Date : 3/4/2026
Page No : 2

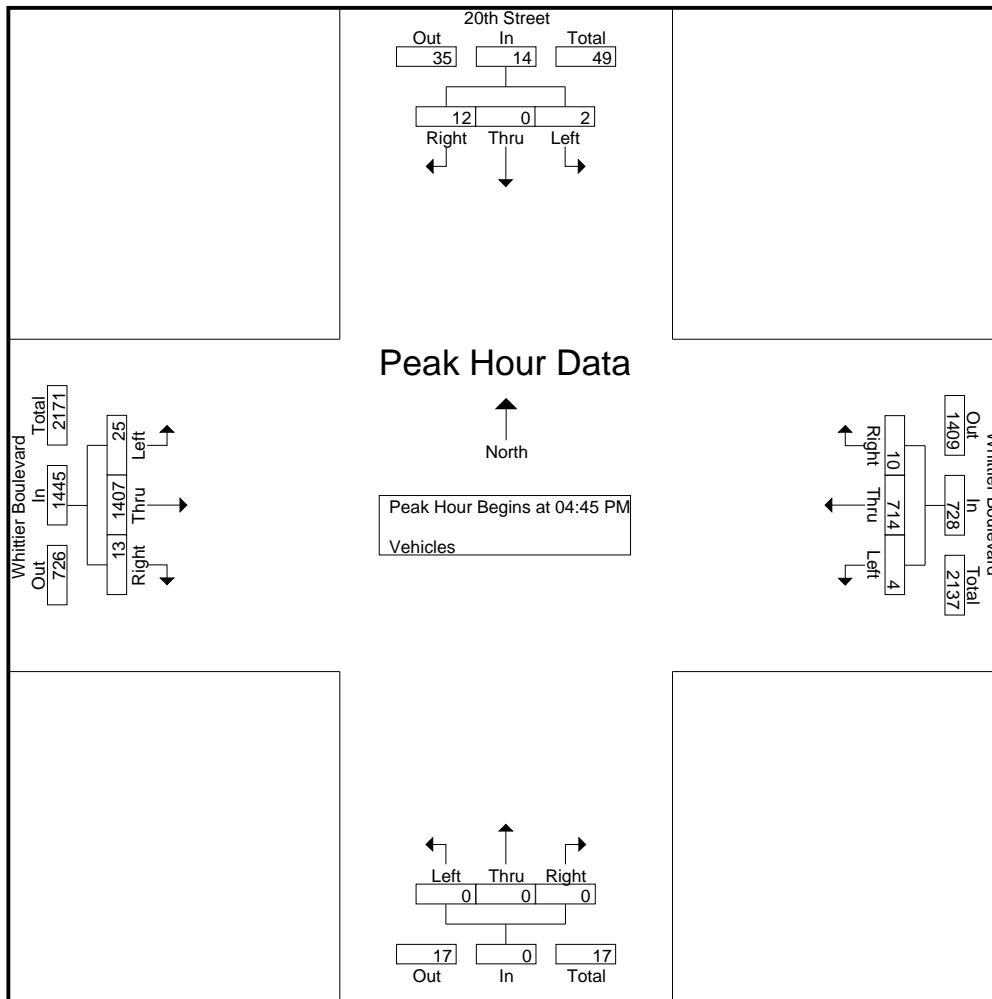
Start Time	20th Street Southbound				Whittier Boulevard Westbound				Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	5	5	0	214	2	216	0	0	0	0	5	199	0	204	425
08:00 AM	1	0	9	10	0	215	10	225	0	0	0	0	10	198	0	208	443
08:15 AM	2	0	24	26	2	254	17	273	0	0	0	0	17	212	1	230	529
08:30 AM	0	0	24	24	0	207	13	220	0	0	0	0	4	218	0	222	466
Total Volume	3	0	62	65	2	890	42	934	0	0	0	0	36	827	1	864	1863
% App. Total	4.6	0	95.4		0.2	95.3	4.5		0	0	0		4.2	95.7	0.1		
PHF	.375	.000	.646	.625	.250	.876	.618	.855	.000	.000	.000	.000	.529	.948	.250	.939	.880



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 20thSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	20th Street Southbound				Whittier Boulevard Westbound				Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	1	2	0	171	1	172	0	0	0	0	3	354	3	360	534
05:00 PM	0	0	2	2	0	192	6	198	0	0	0	0	5	385	1	391	591
05:15 PM	1	0	5	6	0	173	2	175	0	0	0	0	10	340	3	353	534
05:30 PM	0	0	4	4	4	178	1	183	0	0	0	0	7	328	6	341	528
Total Volume	2	0	12	14	4	714	10	728	0	0	0	0	25	1407	13	1445	2187
% App. Total	14.3	0	85.7		0.5	98.1	1.4		0	0	0		1.7	97.4	0.9		
PHF	.500	.000	.600	.583	.250	.930	.417	.919	.000	.000	.000	.000	.625	.914	.542	.924	.925



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 20thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/5/2026
 Page No : 1

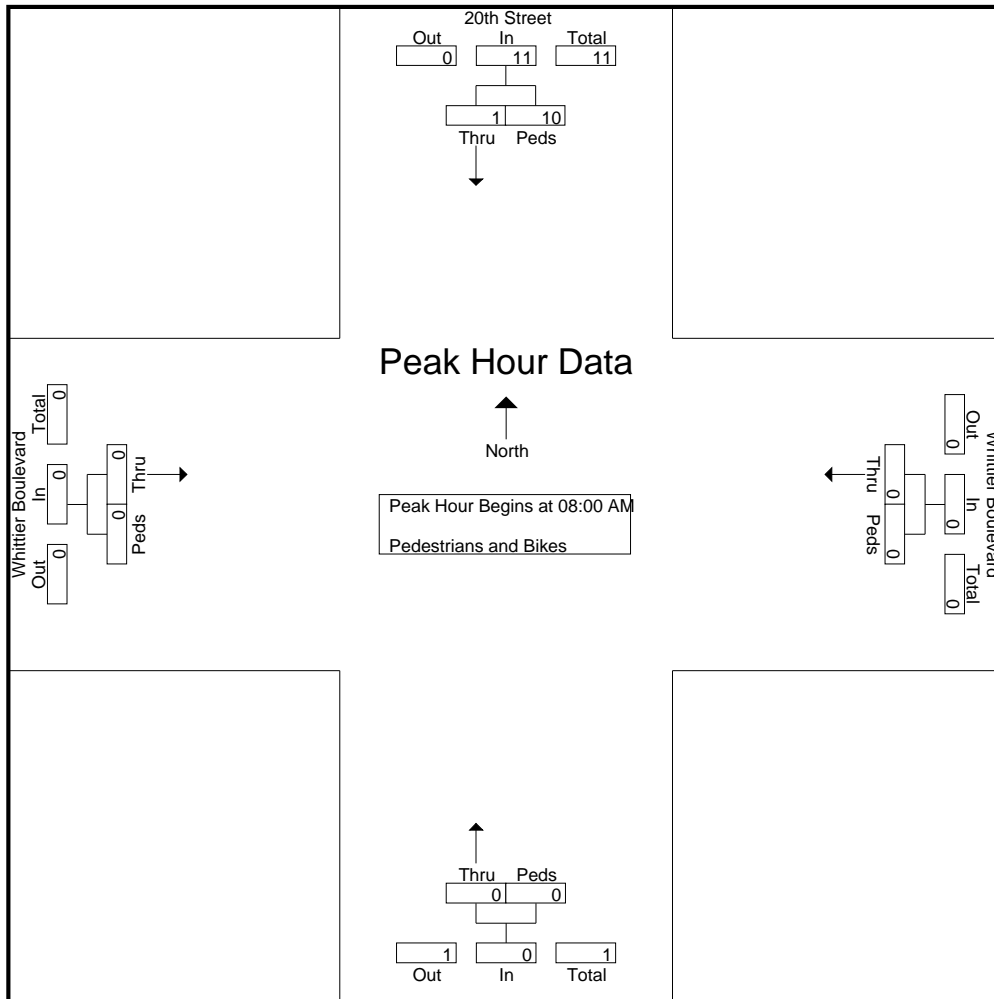
Groups Printed- Pedestrians and Bikes

Start Time	20th Street North Leg		Whittier Boulevard East Leg		South Leg		Whittier Boulevard West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Thru	Peds	Bikes	Peds	
07:00 AM	1	1	0	0	0	0	0	0	2
07:15 AM	1	0	0	0	0	0	0	0	1
07:30 AM	0	4	0	0	0	0	0	0	4
Total	2	5	0	0	0	0	0	0	7
08:00 AM	0	1	0	0	0	0	0	0	1
08:15 AM	0	3	0	0	0	0	0	0	3
08:30 AM	1	5	0	0	0	0	0	0	6
08:45 AM	0	1	0	0	0	0	0	0	1
Total	1	10	0	0	0	0	0	0	11
04:00 PM	0	1	0	0	0	0	0	0	1
04:15 PM	1	5	0	0	0	0	0	0	6
04:30 PM	2	5	0	0	0	0	0	0	7
04:45 PM	1	6	0	0	0	0	0	0	7
Total	4	17	0	0	0	0	0	0	21
05:00 PM	0	5	0	0	0	0	0	0	5
05:15 PM	0	7	0	0	0	0	0	0	7
05:30 PM	3	1	0	0	0	0	0	0	4
05:45 PM	1	2	0	0	0	0	0	0	3
Total	4	15	0	0	0	0	0	0	19
Grand Total	11	47	0	0	0	0	0	0	58
Apprch %	19	81	0	0	0	0	0	0	
Total %	19	81	0	0	0	0	0	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 20thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/5/2026
 Page No : 2

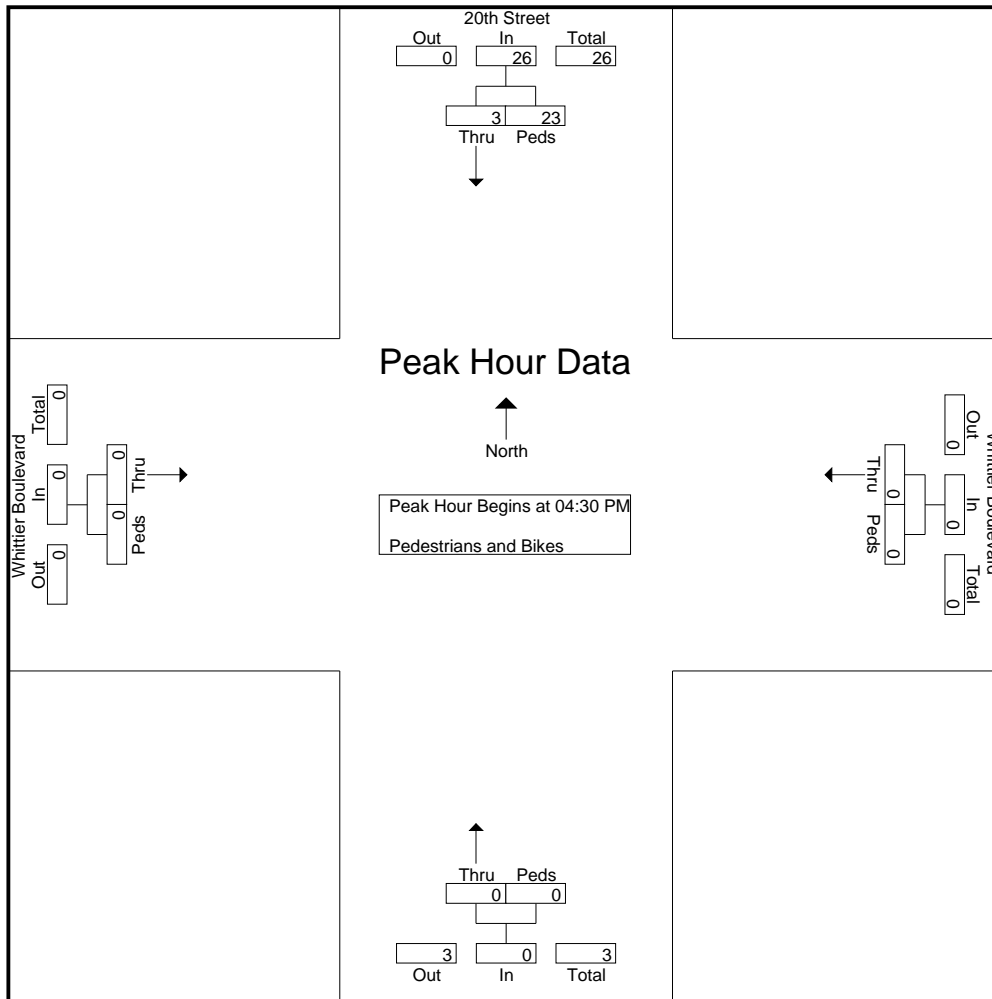
Start Time	20th Street North Leg			Whittier Boulevard East Leg			South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	3
08:30 AM	1	5	6	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	1	10	11	0	0	0	0	0	0	0	0	0	11
% App. Total	9.1	90.9		0	0		0	0		0	0		
PHF	.250	.500	.458	.000	.000	.000	.000	.000	.000	.000	.000	.000	.458



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 20thSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/5/2026
 Page No : 3

Start Time	20th Street North Leg			Whittier Boulevard East Leg			South Leg			Whittier Boulevard West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	2	5	7	0	0	0	0	0	0	0	0	0	7
04:45 PM	1	6	7	0	0	0	0	0	0	0	0	0	7
05:00 PM	0	5	5	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	7	7	0	0	0	0	0	0	0	0	0	7
Total Volume	3	23	26	0	0	0	0	0	0	0	0	0	26
% App. Total	11.5	88.5		0	0		0	0		0	0		
PHF	.375	.821	.929	.000	.000	.000	.000	.000	.000	.000	.000	.000	.929



CITY TRAFFIC COUNTERS
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File Name : 22ndSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

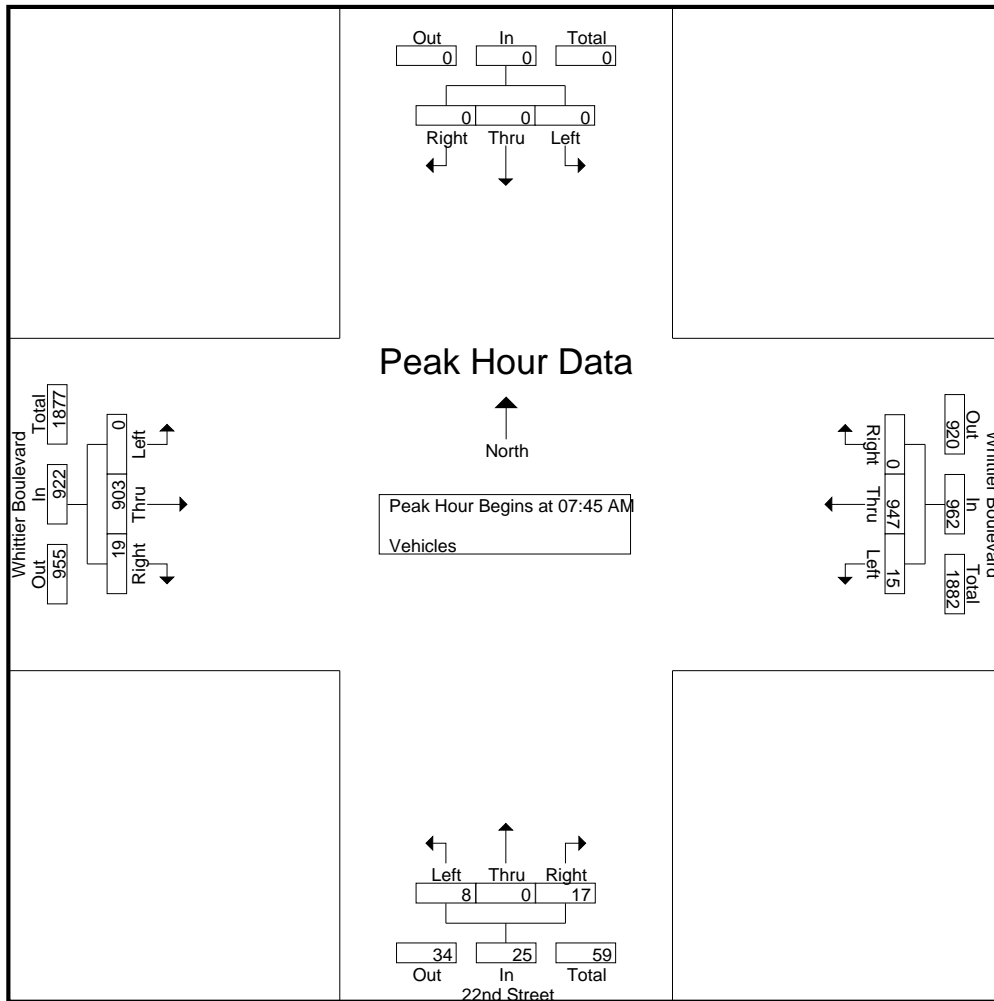
Groups Printed- Vehicles

Start Time	Southbound			Whittier Boulevard Westbound			22nd Street Northbound			Whittier Boulevard Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	231	0	3	0	1	0	100	1	336
07:15 AM	0	0	0	0	207	0	1	0	2	0	133	3	346
07:30 AM	0	0	0	0	211	0	1	0	1	0	168	4	385
07:45 AM	0	0	0	3	229	0	1	0	4	0	210	4	451
Total	0	0	0	3	878	0	6	0	8	0	611	12	1518
08:00 AM	0	0	0	3	226	0	1	0	5	0	204	7	446
08:15 AM	0	0	0	7	255	0	2	0	4	0	262	4	534
08:30 AM	0	0	0	2	237	0	4	0	4	0	227	4	478
08:45 AM	0	0	0	0	145	0	0	0	3	0	170	3	321
Total	0	0	0	12	863	0	7	0	16	0	863	18	1779
04:00 PM	0	0	0	5	185	0	1	0	4	0	332	10	537
04:15 PM	0	0	0	4	166	0	2	0	3	0	361	10	546
04:30 PM	0	0	0	1	193	0	1	0	4	0	318	12	529
04:45 PM	0	0	0	3	187	0	2	0	7	0	376	7	582
Total	0	0	0	13	731	0	6	0	18	0	1387	39	2194
05:00 PM	0	0	0	5	202	0	0	1	2	0	382	7	599
05:15 PM	0	0	0	2	183	0	1	0	5	0	347	21	559
05:30 PM	0	0	0	6	187	0	2	0	4	0	336	9	544
05:45 PM	0	0	0	4	204	0	1	0	6	0	304	10	529
Total	0	0	0	17	776	0	4	1	17	0	1369	47	2231
Grand Total	0	0	0	45	3248	0	23	1	59	0	4230	116	7722
Apprch %	0	0	0	1.4	98.6	0	27.7	1.2	71.1	0	97.3	2.7	
Total %	0	0	0	0.6	42.1	0	0.3	0	0.8	0	54.8	1.5	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 22ndSt_WhittierBlvd
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

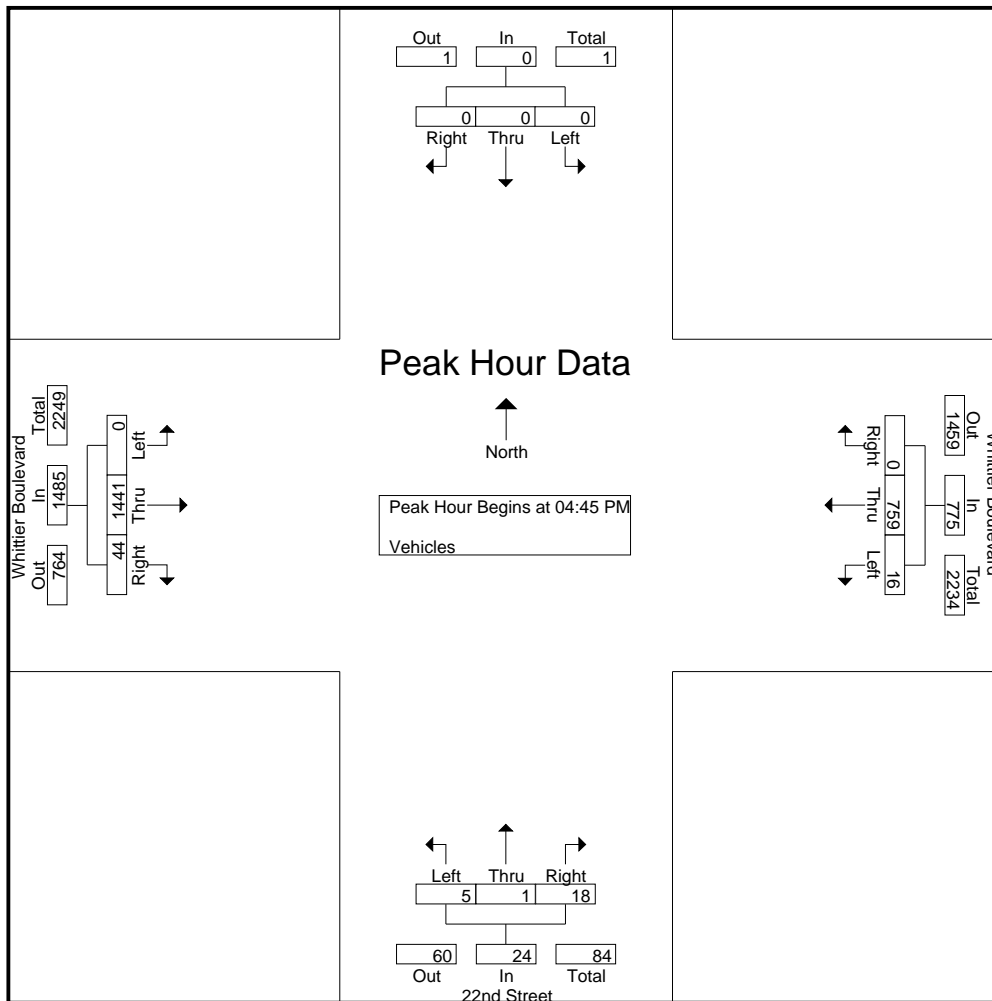
Start Time	Southbound				Whittier Boulevard Westbound				22nd Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	3	229	0	232	1	0	4	5	0	210	4	214	451
08:00 AM	0	0	0	0	3	226	0	229	1	0	5	6	0	204	7	211	446
08:15 AM	0	0	0	0	7	255	0	262	2	0	4	6	0	262	4	266	534
08:30 AM	0	0	0	0	2	237	0	239	4	0	4	8	0	227	4	231	478
Total Volume	0	0	0	0	15	947	0	962	8	0	17	25	0	903	19	922	1909
% App. Total	0	0	0	0	1.6	98.4	0		32	0	68		0	97.9	2.1		
PHF	.000	.000	.000	.000	.536	.928	.000	.918	.500	.000	.850	.781	.000	.862	.679	.867	.894



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 22ndSt_WhittierBlvd
Site Code : 00000000
Start Date : 3/4/2026
Page No : 3

Start Time	Southbound				Whittier Boulevard Westbound				22nd Street Northbound				Whittier Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	3	187	0	190	2	0	7	9	0	376	7	383	582
05:00 PM	0	0	0	0	5	202	0	207	0	1	2	3	0	382	7	389	599
05:15 PM	0	0	0	0	2	183	0	185	1	0	5	6	0	347	21	368	559
05:30 PM	0	0	0	0	6	187	0	193	2	0	4	6	0	336	9	345	544
Total Volume	0	0	0	0	16	759	0	775	5	1	18	24	0	1441	44	1485	2284
% App. Total	0	0	0	0	2.1	97.9	0		20.8	4.2	75		0	97	3		
PHF	.000	.000	.000	.000	.667	.939	.000	.936	.625	.250	.643	.667	.000	.943	.524	.954	.953



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 22ndSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 1

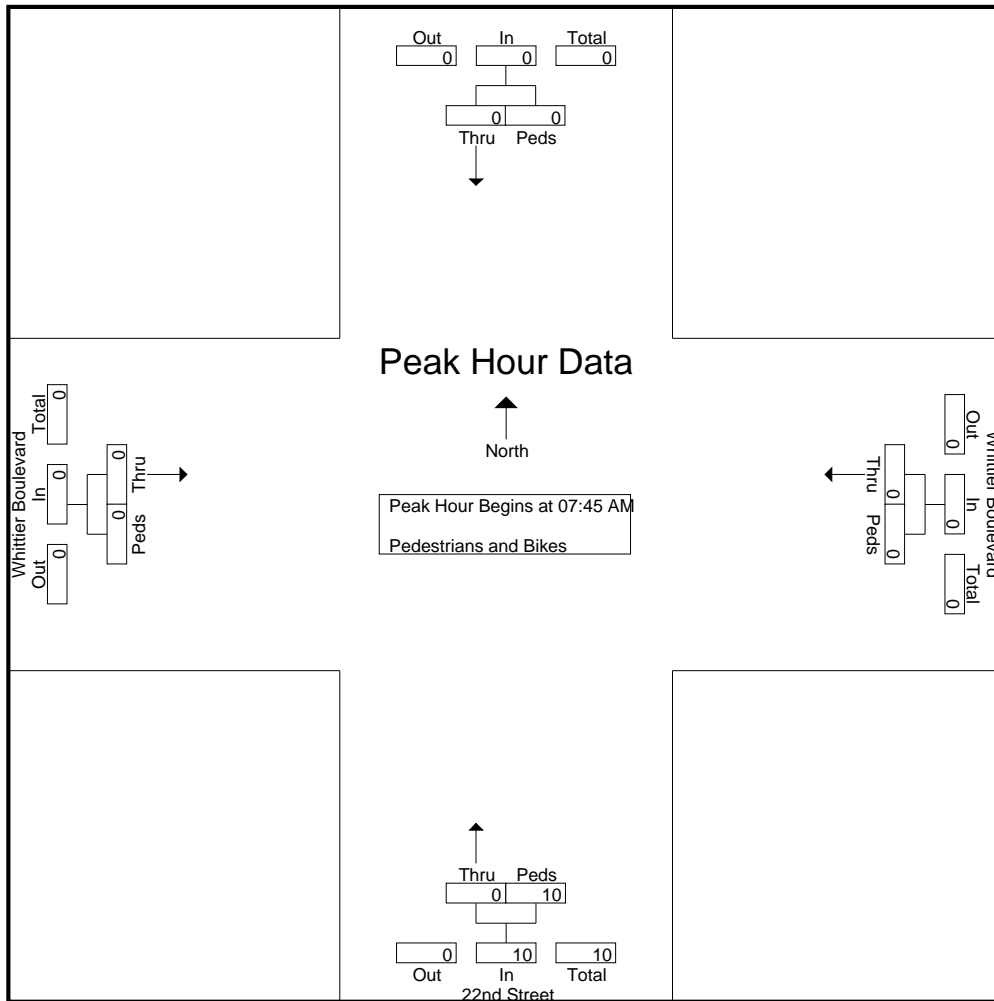
Groups Printed- Pedestrians and Bikes

Start Time	North Leg		Whittier Boulevard East Leg		22nd Street South Leg		Whittier Boulevard West Leg		Int. Total
	Thru	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	0	0	0	0	2	0	1	3
07:45 AM	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	4	0	1	5
08:00 AM	0	0	0	0	0	2	0	0	2
08:15 AM	0	0	0	0	0	3	0	0	3
08:30 AM	0	0	0	0	0	3	0	0	3
08:45 AM	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	10	0	0	10
04:00 PM	0	0	0	0	2	2	0	0	4
04:15 PM	0	0	0	0	0	11	0	0	11
04:30 PM	0	0	0	0	0	12	0	0	12
04:45 PM	0	0	0	0	0	5	0	0	5
Total	0	0	0	0	2	30	0	0	32
05:00 PM	0	0	0	0	3	6	0	0	9
05:15 PM	0	0	0	0	0	5	0	0	5
05:30 PM	0	0	0	0	2	6	0	0	8
05:45 PM	0	0	0	0	3	1	0	0	4
Total	0	0	0	0	8	18	0	0	26
Grand Total	0	0	0	0	10	62	0	1	73
Apprch %	0	0	0	0	13.9	86.1	0	100	
Total %	0	0	0	0	13.7	84.9	0	1.4	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 22ndSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 2

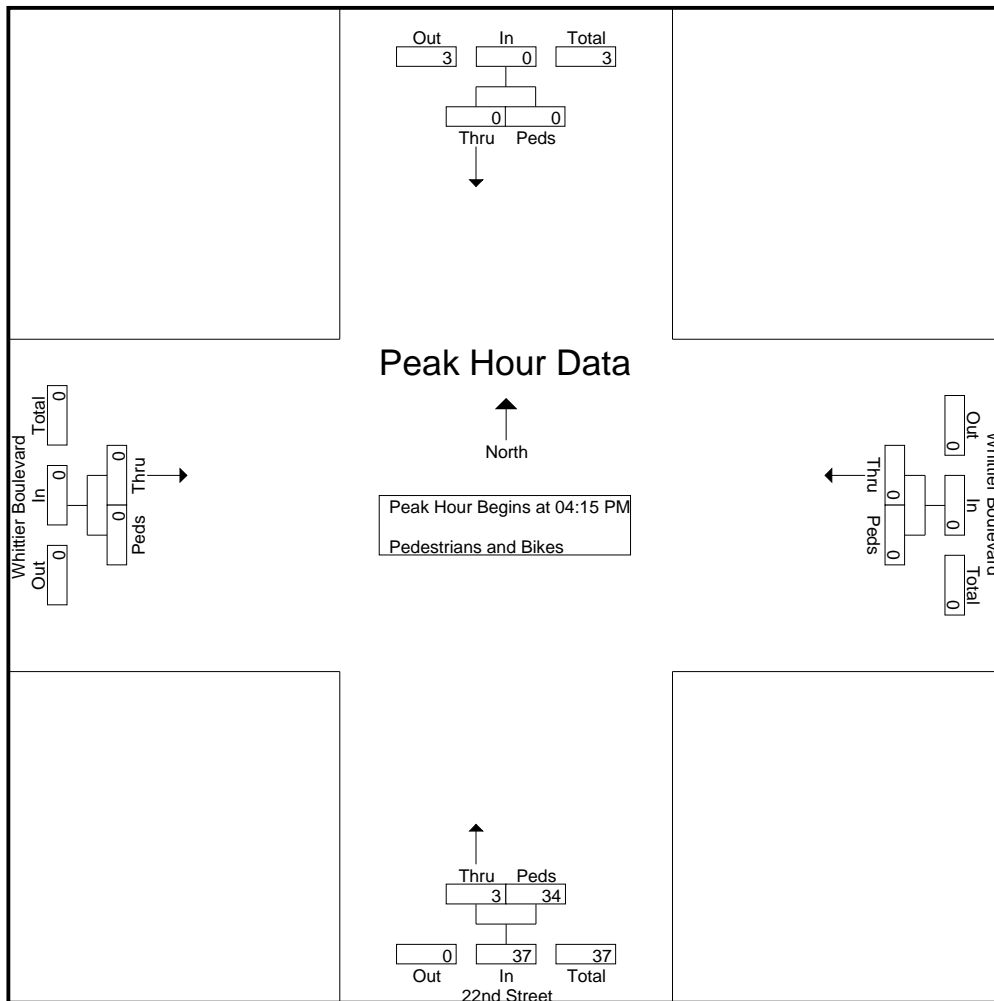
Start Time	North Leg			Whittier Boulevard East Leg			22nd Street South Leg			Whittier Boulevard West Leg			Int. Total
	Thru	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	0	0	2	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	2	2	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	3	3	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	3	3	0	0	0	3
Total Volume	0	0	0	0	0	0	0	10	10	0	0	0	10
% App. Total	0	0		0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.833	.833	.000	.000	.000	.833



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 22ndSt_WhittierBlvd_BP
 Site Code : 00000000
 Start Date : 3/4/2026
 Page No : 3

Start Time	North Leg			Whittier Boulevard East Leg			22nd Street South Leg			Whittier Boulevard West Leg			Int. Total
	Thru	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	0	0	0	11	11	0	0	0	11
04:30 PM	0	0	0	0	0	0	0	12	12	0	0	0	12
04:45 PM	0	0	0	0	0	0	0	5	5	0	0	0	5
05:00 PM	0	0	0	0	0	0	3	6	9	0	0	0	9
Total Volume	0	0	0	0	0	0	3	34	37	0	0	0	37
% App. Total	0	0		0	0		8.1	91.9		0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.708	.771	.000	.000	.000	.771



CITY TRAFFIC COUNTERS

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Whittier Boulevard
W/O 3rd Street

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		25	197			26	161				
12:15		17	179			23	172				
12:30		21	170			22	162				
12:45		16	186	79	732	16	190	87	685	166	1417
01:00		13	218			15	179				
01:15		18	221			14	172				
01:30		13	189			19	184				
01:45		15	212	59	840	15	166	63	701	122	1541
02:00		18	216			6	194				
02:15		14	255			15	194				
02:30		10	254			14	215				
02:45		8	242	50	967	17	213	52	816	102	1783
03:00		10	252			10	191				
03:15		11	218			9	158				
03:30		18	273			17	158				
03:45		15	223	54	966	16	156	52	663	106	1629
04:00		16	282			26	136				
04:15		20	251			17	154				
04:30		32	293			35	169				
04:45		47	231	115	1057	36	160	114	619	229	1676
05:00		31	241			53	155				
05:15		37	233			60	138				
05:30		55	258			82	148				
05:45		67	251	190	983	114	144	309	585	499	1568
06:00		48	206			116	149				
06:15		81	278			128	145				
06:30		88	252			168	140				
06:45		91	233	308	969	187	161	599	595	907	1564
07:00		111	240			192	162				
07:15		113	229			211	125				
07:30		119	181			205	156				
07:45		146	163	489	813	215	143	823	586	1312	1399
08:00		144	168			216	136				
08:15		164	137			203	153				
08:30		129	158			180	138				
08:45		141	135	578	598	157	125	756	552	1334	1150
09:00		127	102			184	104				
09:15		115	108			126	102				
09:30		114	121			146	83				
09:45		133	93	489	424	169	97	625	386	1114	810
10:00		132	58			134	68				
10:15		131	49			125	61				
10:30		118	51			129	54				
10:45		143	61	524	219	152	55	540	238	1064	457
11:00		139	48			167	50				
11:15		158	45			180	38				
11:30		162	24			166	34				
11:45		164	26	623	143	145	29	658	151	1281	294
Total		3558	8711			4678	6577			8236	15288
Percent		29.0%	71.0%			41.6%	58.4%			35.0%	65.0%
Grand Total		3558	8711			4678	6577			8236	15288
Percent		29.0%	71.0%			41.6%	58.4%			35.0%	65.0%
ADT		ADT 23,524		AADT 23,524							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O 3rd Street

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		27	201			31	171				
12:15		19	206			24	187				
12:30		24	173			26	176				
12:45		16	196	86	776	14	186	95	720	181	1496
01:00		17	226			16	200				
01:15		18	247			17	184				
01:30		13	205			20	186				
01:45		14	220	62	898	15	168	68	738	130	1636
02:00		21	253			6	200				
02:15		14	286			16	221				
02:30		12	269			15	220				
02:45		8	266	55	1074	16	221	53	862	108	1936
03:00		11	257			11	212				
03:15		13	238			9	168				
03:30		18	284			19	169				
03:45		17	258	59	1037	17	155	56	704	115	1741
04:00		20	291			29	135				
04:15		22	264			16	165				
04:30		39	313			42	198				
04:45		55	247	136	1115	36	164	123	662	259	1777
05:00		41	278			58	174				
05:15		40	258			69	146				
05:30		65	291			87	190				
05:45		81	277	227	1104	126	165	340	675	567	1779
06:00		58	229			125	178				
06:15		101	316			138	168				
06:30		92	299			189	170				
06:45		102	270	353	1114	217	176	669	692	1022	1806
07:00		130	277			203	187				
07:15		116	295			242	142				
07:30		141	222			239	173				
07:45		169	199	556	993	254	144	938	646	1494	1639
08:00		178	200			259	164				
08:15		193	163			229	166				
08:30		148	179			198	155				
08:45		162	163	681	705	187	141	873	626	1554	1331
09:00		139	123			189	120				
09:15		125	116			135	108				
09:30		117	144			160	81				
09:45		150	101	531	484	184	110	668	419	1199	903
10:00		134	61			141	66				
10:15		137	53			132	70				
10:30		135	61			130	56				
10:45		153	72	559	247	163	51	566	243	1125	490
11:00		144	54			169	56				
11:15		169	55			186	38				
11:30		164	27			171	35				
11:45		185	29	662	165	156	33	682	162	1344	327
Total		3967	9712			5131	7149			9098	16861
Percent		29.0%	71.0%			41.8%	58.2%			35.0%	65.0%
Grand Total		3967	9712			5131	7149			9098	16861
Percent		29.0%	71.0%			41.8%	58.2%			35.0%	65.0%
ADT		ADT 25,959	AADT 25,959								

CITY TRAFFIC COUNTERS

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3rd Street
S/O Whittier Boulevard

Start Time	3/19/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	9			0	8				
12:15		0	3			0	13				
12:30		0	4			0	3				
12:45		1	3	1	19	0	10	0	34	1	53
01:00		2	3			1	4				
01:15		0	5			1	16				
01:30		0	2			1	8				
01:45		0	5	2	15	0	8	3	36	5	51
02:00		0	5			0	14				
02:15		0	3			0	18				
02:30		0	5			0	19				
02:45		0	2	0	15	0	11	0	62	0	77
03:00		1	8			1	9				
03:15		0	1			0	7				
03:30		0	9			0	8				
03:45		0	6	1	24	0	10	1	34	2	58
04:00		0	4			0	17				
04:15		1	6			0	16				
04:30		2	6			1	9				
04:45		2	7	5	23	0	11	1	53	6	76
05:00		3	2			0	11				
05:15		2	3			3	9				
05:30		4	6			0	10				
05:45		2	7	11	18	1	6	4	36	15	54
06:00		3	4			2	10				
06:15		2	7			1	9				
06:30		4	6			4	5				
06:45		2	3	11	20	8	4	15	28	26	48
07:00		3	3			5	6				
07:15		4	0			6	19				
07:30		13	1			24	4				
07:45		2	1	22	5	3	9	38	38	60	43
08:00		5	2			5	3				
08:15		4	1			4	10				
08:30		3	1			6	5				
08:45		4	5	16	9	8	4	23	22	39	31
09:00		2	0			3	6				
09:15		1	3			4	5				
09:30		2	3			4	9				
09:45		3	3	8	9	3	3	14	23	22	32
10:00		3	2			8	3				
10:15		1	2			3	9				
10:30		2	0			2	2				
10:45		3	3	9	7	3	5	16	19	25	26
11:00		4	0			6	3				
11:15		6	3			2	2				
11:30		5	3			2	0				
11:45		4	0	19	6	5	1	15	6	34	12
Total		105	170			130	391			235	561
Percent		38.2%	61.8%			25.0%	75.0%			29.5%	70.5%
Grand Total		105	170			130	391			235	561
Percent		38.2%	61.8%			25.0%	75.0%			29.5%	70.5%

ADT

ADT 796

AADT 796

CITY TRAFFIC COUNTERS

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Driveway
N/O Whittier Boulevard & 3rd Street

Start Time	3/5/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	2				
12:15		0	2			0	7				
12:30		0	6			0	2				
12:45		0	3	0	12	0	2	0	13	0	25
01:00		0	0			0	3				
01:15		0	3			0	8				
01:30		0	1			0	6				
01:45		0	3	0	7	0	3	0	20	0	27
02:00		0	1			0	2				
02:15		1	0			0	1				
02:30		0	5			0	6				
02:45		0	2	1	8	0	9	0	18	1	26
03:00		0	5			0	9				
03:15		0	0			0	1				
03:30		0	10			0	4				
03:45		0	6	0	21	0	3	0	17	0	38
04:00		0	3			0	2				
04:15		0	1			0	6				
04:30		0	5			0	8				
04:45		0	1	0	10	0	10	0	26	0	36
05:00		0	4			0	2				
05:15		0	0			0	3				
05:30		0	4			0	1				
05:45		1	0	1	8	0	5	0	11	1	19
06:00		0	2			0	1				
06:15		0	2			1	1				
06:30		2	1			0	0				
06:45		1	0	3	5	2	2	3	4	6	9
07:00		1	0			2	0				
07:15		5	0			1	2				
07:30		0	0			1	1				
07:45		4	1	10	1	2	1	6	4	16	5
08:00		4	0			1	3				
08:15		1	0			4	3				
08:30		3	0			1	0				
08:45		5	1	13	1	3	0	9	6	22	7
09:00		6	1			6	1				
09:15		6	0			5	0				
09:30		2	0			5	0				
09:45		10	0	24	1	7	0	23	1	47	2
10:00		8	1			5	0				
10:15		7	0			3	0				
10:30		5	1			3	4				
10:45		1	0	21	2	0	2	11	6	32	8
11:00		4	1			7	1				
11:15		1	0			2	0				
11:30		4	0			2	0				
11:45		0	0	9	1	3	0	14	1	23	2
Total		82	77			66	127			148	204
Percent		51.6%	48.4%			34.2%	65.8%			42.0%	58.0%
Grand Total		82	77			66	127			148	204
Percent		51.6%	48.4%			34.2%	65.8%			42.0%	58.0%
ADT		ADT 352		AADT 352							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O 7th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		24	178			16	179				
12:15		28	198			25	176				
12:30		20	200			22	171				
12:45		14	208	86	784	22	165	85	691	171	1475
01:00		19	180			18	180				
01:15		21	193			15	168				
01:30		15	198			8	158				
01:45		12	189	67	760	14	159	55	665	122	1425
02:00		16	214			10	171				
02:15		8	195			8	154				
02:30		19	202			15	187				
02:45		14	222	57	833	18	185	51	697	108	1530
03:00		14	248			5	189				
03:15		11	184			14	206				
03:30		12	207			21	189				
03:45		13	222	50	861	23	174	63	758	113	1619
04:00		20	226			27	144				
04:15		12	219			26	172				
04:30		21	239			38	187				
04:45		28	229	81	913	42	141	133	644	214	1557
05:00		29	236			53	161				
05:15		37	232			64	149				
05:30		44	212			83	150				
05:45		50	215	160	895	112	172	312	632	472	1527
06:00		44	213			115	196				
06:15		59	212			151	170				
06:30		79	220			179	145				
06:45		82	218	264	863	188	133	633	644	897	1507
07:00		96	237			196	158				
07:15		114	231			224	136				
07:30		81	207			222	124				
07:45		157	165	448	840	225	140	867	558	1315	1398
08:00		155	158			223	127				
08:15		160	164			214	159				
08:30		159	130			194	115				
08:45		165	116	639	568	211	138	842	539	1481	1107
09:00		141	100			200	121				
09:15		136	86			182	105				
09:30		166	88			173	96				
09:45		139	50	582	324	185	89	740	411	1322	735
10:00		145	70			182	100				
10:15		175	48			189	90				
10:30		159	47			153	48				
10:45		193	51	672	216	163	51	687	289	1359	505
11:00		184	46			181	64				
11:15		189	31			149	56				
11:30		164	28			160	34				
11:45		160	30	697	135	152	26	642	180	1339	315
Total		3803	7992			5110	6708			8913	14700
Percent		32.2%	67.8%			43.2%	56.8%			37.7%	62.3%
Grand Total		3803	7992			5110	6708			8913	14700
Percent		32.2%	67.8%			43.2%	56.8%			37.7%	62.3%
ADT		ADT 23,613	AADT 23,613								

CITY TRAFFIC COUNTERS

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Whittier Boulevard
E/O 7th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	184			29	179				
12:15		22	182			26	170				
12:30		20	176			22	181				
12:45		19	199	89	741	17	207	94	737	183	1478
01:00		15	216			18	175				
01:15		20	237			12	178				
01:30		14	210			20	193				
01:45		16	232	65	895	15	176	65	722	130	1617
02:00		20	228			9	201				
02:15		13	269			12	209				
02:30		6	265			12	221				
02:45		8	230	47	992	16	213	49	844	96	1836
03:00		11	252			9	197				
03:15		11	244			8	184				
03:30		14	241			15	170				
03:45		14	235	50	972	16	155	48	706	98	1678
04:00		16	247			29	139				
04:15		16	255			18	168				
04:30		30	244			45	184				
04:45		46	236	108	982	40	190	132	681	240	1663
05:00		25	232			66	158				
05:15		27	218			61	140				
05:30		58	228			81	173				
05:45		59	235	169	913	132	170	340	641	509	1554
06:00		50	165			122	174				
06:15		80	232			138	156				
06:30		81	219			177	142				
06:45		84	234	295	850	201	158	638	630	933	1480
07:00		102	232			230	154				
07:15		106	231			200	133				
07:30		126	200			163	158				
07:45		133	178	467	841	175	131	768	576	1235	1417
08:00		138	158			163	146				
08:15		145	158			169	153				
08:30		132	141			171	142				
08:45		135	141	550	598	141	137	644	578	1194	1176
09:00		124	110			129	126				
09:15		120	106			151	103				
09:30		108	111			138	95				
09:45		122	88	474	415	160	88	578	412	1052	827
10:00		122	60			154	69				
10:15		115	41			121	54				
10:30		129	44			127	60				
10:45		129	45	495	190	159	56	561	239	1056	429
11:00		160	43			179	49				
11:15		148	46			180	46				
11:30		185	23			191	38				
11:45		191	23	684	135	158	28	708	161	1392	296
Total		3493	8524			4625	6927			8118	15451
Percent		29.1%	70.9%			40.0%	60.0%			34.4%	65.6%
Grand Total		3493	8524			4625	6927			8118	15451
Percent		29.1%	70.9%			40.0%	60.0%			34.4%	65.6%
ADT		ADT 23,569	AADT 23,569								

CITY TRAFFIC COUNTERS

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7th Street
S/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	11				
12:15		0	1			0	14				
12:30		0	0			0	9				
12:45		0	0	0	1	2	9	2	43	2	44
01:00		0	1			1	23				
01:15		0	1			1	14				
01:30		0	2			0	9				
01:45		0	0	0	4	0	15	2	61	2	65
02:00		0	0			0	14				
02:15		0	0			0	8				
02:30		0	1			0	17				
02:45		0	0	0	1	1	19	1	58	1	59
03:00		0	0			0	27				
03:15		0	1			1	22				
03:30		0	0			0	13				
03:45		0	2	0	3	2	18	3	80	3	83
04:00		0	0			0	14				
04:15		0	0			1	21				
04:30		0	0			1	15				
04:45		0	0	0	0	0	22	2	72	2	72
05:00		2	1			0	17				
05:15		0	0			0	17				
05:30		0	1			2	10				
05:45		1	1	3	3	1	8	3	52	6	55
06:00		0	0			0	17				
06:15		0	0			0	7				
06:30		0	0			2	13				
06:45		0	0	0	0	3	7	5	44	5	44
07:00		0	0			2	4				
07:15		1	0			4	4				
07:30		0	0			5	7				
07:45		0	0	1	0	6	4	17	19	18	19
08:00		2	0			28	5				
08:15		2	0			27	5				
08:30		0	0			31	1				
08:45		0	1	4	1	21	2	107	13	111	14
09:00		0	0			12	4				
09:15		0	0			13	6				
09:30		0	0			12	1				
09:45		1	1	1	1	14	5	51	16	52	17
10:00		1	0			12	0				
10:15		0	0			19	3				
10:30		1	1			19	0				
10:45		0	0	2	1	14	2	64	5	66	6
11:00		0	0			17	1				
11:15		2	3			8	1				
11:30		0	1			16	0				
11:45		0	0	2	4	11	0	52	2	54	6
Total		13	19			309	465			322	484
Percent		40.6%	59.4%			39.9%	60.1%			40.0%	60.0%
Grand Total		13	19			309	465			322	484
Percent		40.6%	59.4%			39.9%	60.1%			40.0%	60.0%
ADT		ADT 806		AADT 806							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Spruce Street
S/O Whittier Boulevard

Start Time	3/5/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	4			0	4				
12:15		1	6			0	4				
12:30		0	3			0	7				
12:45		1	3	5	16	0	4	0	19	5	35
01:00		3	6			0	3				
01:15		0	9			1	9				
01:30		0	4			1	5				
01:45		0	12	3	31	0	9	2	26	5	57
02:00		0	13			0	4				
02:15		1	13			0	3				
02:30		0	22			1	7				
02:45		1	6	2	54	1	3	2	17	4	71
03:00		0	8			0	10				
03:15		1	1			0	3				
03:30		2	10			0	7				
03:45		0	5	3	24	0	8	0	28	3	52
04:00		0	10			1	7				
04:15		0	7			3	4				
04:30		3	7			0	4				
04:45		2	8	5	32	0	1	4	16	9	48
05:00		6	9			2	4				
05:15		2	13			0	9				
05:30		1	4			1	6				
05:45		4	2	13	28	3	7	6	26	19	54
06:00		2	6			2	5				
06:15		2	2			0	2				
06:30		8	11			1	9				
06:45		3	2	15	21	2	4	5	20	20	41
07:00		6	4			1	7				
07:15		8	3			4	4				
07:30		7	4			7	1				
07:45		12	4	33	15	7	5	19	17	52	32
08:00		12	5			21	2				
08:15		4	2			18	3				
08:30		8	3			16	6				
08:45		6	4	30	14	14	9	69	20	99	34
09:00		6	3			3	3				
09:15		6	4			13	0				
09:30		1	1			11	1				
09:45		2	4	15	12	6	7	33	11	48	23
10:00		5	2			5	4				
10:15		4	1			9	1				
10:30		6	1			8	1				
10:45		4	2	19	6	7	0	29	6	48	12
11:00		10	1			4	2				
11:15		14	3			10	2				
11:30		5	0			8	0				
11:45		9	0	38	4	2	0	24	4	62	8
Total		181	257			193	210			374	467
Percent		41.3%	58.7%			47.9%	52.1%			44.5%	55.5%
Grand Total		181	257			193	210			374	467
Percent		41.3%	58.7%			47.9%	52.1%			44.5%	55.5%

ADT

ADT 841

AADT 841

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Spruce Street
N/O Whittier Boulevard

Start Time	3/5/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	22			0	12				
12:15		0	19			0	9				
12:30		0	8			0	6				
12:45		0	12	2	61	0	9	0	36	2	97
01:00		2	20			1	4				
01:15		1	21			1	7				
01:30		0	14			0	2				
01:45		2	15	5	70	0	4	2	17	7	87
02:00		0	11			0	6				
02:15		0	12			0	9				
02:30		1	13			0	11				
02:45		0	19	1	55	1	5	1	31	2	86
03:00		2	19			1	7				
03:15		0	12			3	5				
03:30		0	8			0	4				
03:45		0	11	2	50	1	2	5	18	7	68
04:00		2	15			2	8				
04:15		1	10			1	3				
04:30		3	13			1	6				
04:45		6	11	12	49	3	3	7	20	19	69
05:00		2	19			3	2				
05:15		3	5			4	6				
05:30		2	18			0	6				
05:45		4	14	11	56	11	4	18	18	29	74
06:00		3	11			5	3				
06:15		3	12			4	8				
06:30		8	21			2	5				
06:45		5	15	19	59	8	1	19	17	38	76
07:00		17	12			10	4				
07:15		23	8			6	4				
07:30		34	7			13	1				
07:45		41	6	115	33	10	3	39	12	154	45
08:00		34	9			13	0				
08:15		36	6			7	3				
08:30		28	10			10	3				
08:45		32	14	130	39	9	5	39	11	169	50
09:00		28	0			5	1				
09:15		22	5			6	4				
09:30		22	1			7	3				
09:45		23	5	95	11	10	2	28	10	123	21
10:00		23	2			12	1				
10:15		21	1			12	0				
10:30		26	1			4	0				
10:45		8	1	78	5	11	1	39	2	117	7
11:00		13	0			12	2				
11:15		10	0			8	0				
11:30		9	1			2	1				
11:45		17	3	49	4	8	3	30	6	79	10
Total		519	492			227	198			746	690
Percent		51.3%	48.7%			53.4%	46.6%			51.9%	48.1%
Grand Total		519	492			227	198			746	690
Percent		51.3%	48.7%			53.4%	46.6%			51.9%	48.1%
ADT		ADT 1,436		AADT 1,436							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O Spruce Street

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		35	212			28	241				
12:15		25	225			25	200				
12:30		28	237			26	219				
12:45		20	229	108	903	19	211	98	871	206	1774
01:00		16	252			22	207				
01:15		20	269			12	215				
01:30		23	238			17	213				
01:45		19	240	78	999	17	188	68	823	146	1822
02:00		24	227			13	200				
02:15		10	273			13	243				
02:30		10	251			21	235				
02:45		14	288	58	1039	16	230	63	908	121	1947
03:00		10	265			22	239				
03:15		13	239			15	258				
03:30		20	289			17	219				
03:45		19	284	62	1077	23	194	77	910	139	1987
04:00		19	286			25	178				
04:15		26	259			30	196				
04:30		33	260			54	194				
04:45		44	259	122	1064	68	199	177	767	299	1831
05:00		43	280			71	199				
05:15		35	248			74	193				
05:30		67	260			84	234				
05:45		76	272	221	1060	137	217	366	843	587	1903
06:00		61	228			133	237				
06:15		96	234			166	206				
06:30		87	287			172	174				
06:45		115	261	359	1010	211	190	682	807	1041	1817
07:00		108	276			246	170				
07:15		117	246			223	163				
07:30		138	224			220	167				
07:45		181	194	544	940	190	150	879	650	1423	1590
08:00		181	193			214	162				
08:15		164	159			203	173				
08:30		161	161			173	166				
08:45		133	146	639	659	159	154	749	655	1388	1314
09:00		134	116			148	138				
09:15		138	117			143	124				
09:30		148	110			137	108				
09:45		158	82	578	425	174	112	602	482	1180	907
10:00		146	68			165	89				
10:15		164	47			146	62				
10:30		166	61			179	63				
10:45		161	48	637	224	199	62	689	276	1326	500
11:00		185	44			193	51				
11:15		183	48			175	49				
11:30		210	30			225	39				
11:45		204	29	782	151	207	36	800	175	1582	326
Total		4188	9551			5250	8167			9438	17718
Percent		30.5%	69.5%			39.1%	60.9%			34.8%	65.2%
Grand Total		4188	9551			5250	8167			9438	17718
Percent		30.5%	69.5%			39.1%	60.9%			34.8%	65.2%
ADT		ADT 27,156	AADT 27,156								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O Spruce Street

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	170			27	219				
12:15		28	188			24	183				
12:30		25	182			25	200				
12:45		19	178	102	718	20	192	96	794	198	1512
01:00		17	202			19	196				
01:15		18	211			13	190				
01:30		19	188			18	199				
01:45		19	205	73	806	16	184	66	769	139	1575
02:00		24	201			13	187				
02:15		10	230			14	237				
02:30		9	227			22	223				
02:45		12	238	55	896	14	210	63	857	118	1753
03:00		10	203			22	226				
03:15		13	225			13	240				
03:30		20	225			15	203				
03:45		19	231	62	884	24	176	74	845	136	1729
04:00		15	233			24	166				
04:15		21	222			29	188				
04:30		32	238			52	192				
04:45		46	227	114	920	69	190	174	736	288	1656
05:00		42	200			67	191				
05:15		33	183			66	190				
05:30		60	204			84	212				
05:45		72	221	207	808	130	207	347	800	554	1608
06:00		58	182			138	216				
06:15		94	206			162	193				
06:30		82	203			170	165				
06:45		104	216	338	807	206	184	676	758	1014	1565
07:00		103	225			239	173				
07:15		99	206			218	161				
07:30		112	190			215	165				
07:45		124	174	438	795	186	140	858	639	1296	1434
08:00		135	166			215	160				
08:15		124	151			202	170				
08:30		120	143			173	162				
08:45		117	128	496	588	155	156	745	648	1241	1236
09:00		97	104			133	133				
09:15		94	113			141	125				
09:30		95	103			125	109				
09:45		114	77	400	397	168	112	567	479	967	876
10:00		113	63			155	86				
10:15		127	46			140	60				
10:30		114	58			175	62				
10:45		149	48	503	215	184	60	654	268	1157	483
11:00		168	44			184	51				
11:15		153	47			176	52				
11:30		184	28			221	37				
11:45		170	26	675	145	196	36	777	176	1452	321
Total		3463	7979			5097	7769			8560	15748
Percent		30.3%	69.7%			39.6%	60.4%			35.2%	64.8%
Grand Total		3463	7979			5097	7769			8560	15748
Percent		30.3%	69.7%			39.6%	60.4%			35.2%	64.8%
ADT		ADT 24,308		AADT 24,308							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Greenwood Avenue
N/O Whittier Boulevard

Start Time	3/5/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	7			0	8				
12:15		0	3			1	4				
12:30		1	11			0	2				
12:45		0	6	3	27	0	2	1	16	4	43
01:00		1	10			0	8				
01:15		0	8			0	9				
01:30		0	8			0	7				
01:45		0	5	1	31	1	7	1	31	2	62
02:00		0	12			0	9				
02:15		0	11			2	8				
02:30		0	12			0	2				
02:45		1	21	1	56	0	7	2	26	3	82
03:00		0	20			0	15				
03:15		0	10			1	5				
03:30		1	10			1	6				
03:45		0	16	1	56	0	3	2	29	3	85
04:00		0	32			1	5				
04:15		1	15			2	4				
04:30		0	23			3	1				
04:45		0	21	1	91	2	10	8	20	9	111
05:00		0	15			3	10				
05:15		1	17			4	3				
05:30		2	27			3	2				
05:45		0	13	3	72	2	3	12	18	15	90
06:00		1	17			2	3				
06:15		3	13			4	4				
06:30		3	16			5	5				
06:45		4	3	11	49	4	2	15	14	26	63
07:00		6	9			7	0				
07:15		2	14			3	4				
07:30		11	8			4	2				
07:45		18	3	37	34	11	1	25	7	62	41
08:00		11	4			7	3				
08:15		10	1			3	1				
08:30		17	3			4	1				
08:45		7	4	45	12	2	0	16	5	61	17
09:00		10	1			1	2				
09:15		6	2			13	2				
09:30		7	3			2	2				
09:45		6	3	29	9	7	1	23	7	52	16
10:00		7	2			4	3				
10:15		10	2			5	0				
10:30		2	1			6	1				
10:45		7	0	26	5	1	1	16	5	42	10
11:00		7	1			6	1				
11:15		5	0			0	0				
11:30		4	0			6	0				
11:45		5	0	21	1	6	0	18	1	39	2
Total		179	443			139	179			318	622
Percent		28.8%	71.2%			43.7%	56.3%			33.8%	66.2%
Grand Total		179	443			139	179			318	622
Percent		28.8%	71.2%			43.7%	56.3%			33.8%	66.2%

ADT ADT 940 AADT 940

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Greenwood Avenue
S/O Whittier Boulevard

Start Time	3/5/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	66			1	47				
12:15		5	55			5	29				
12:30		6	74			5	34				
12:45		2	58	19	253	3	48	14	158	33	411
01:00		4	61			9	40				
01:15		2	90			4	42				
01:30		2	75			2	41				
01:45		1	53	9	279	2	31	17	154	26	433
02:00		1	49			4	50				
02:15		1	49			3	67				
02:30		3	44			2	51				
02:45		4	96	9	238	4	42	13	210	22	448
03:00		3	72			8	47				
03:15		2	57			8	66				
03:30		13	61			9	61				
03:45		2	74	20	264	5	43	30	217	50	481
04:00		7	72			9	36				
04:15		9	72			7	47				
04:30		8	65			13	45				
04:45		5	76	29	285	16	39	45	167	74	452
05:00		12	84			15	36				
05:15		13	66			15	45				
05:30		17	69			13	50				
05:45		10	52	52	271	24	68	67	199	119	470
06:00		15	51			26	61				
06:15		17	61			28	75				
06:30		16	88			19	34				
06:45		33	74	81	274	28	29	101	199	182	473
07:00		37	59			48	35				
07:15		36	47			46	42				
07:30		64	56			61	31				
07:45		95	37	232	199	48	38	203	146	435	345
08:00		58	37			57	47				
08:15		41	38			92	33				
08:30		58	40			72	43				
08:45		48	32	205	147	44	41	265	164	470	311
09:00		59	21			33	37				
09:15		54	21			31	21				
09:30		40	31			33	30				
09:45		75	22	228	95	33	37	130	125	358	220
10:00		61	18			34	25				
10:15		52	13			40	12				
10:30		44	16			55	16				
10:45		58	10	215	57	46	10	175	63	390	120
11:00		66	8			55	10				
11:15		57	8			38	16				
11:30		57	9			39	9				
11:45		54	5	234	30	46	7	178	42	412	72
Total		1333	2392			1238	1844			2571	4236
Percent		35.8%	64.2%			40.2%	59.8%			37.8%	62.2%
Grand Total		1333	2392			1238	1844			2571	4236
Percent		35.8%	64.2%			40.2%	59.8%			37.8%	62.2%
ADT		ADT 6,807		AADT 6,807							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O Greenwood Avenue

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	192			30	199				
12:15		25	172			21	185				
12:30		27	174			27	202				
12:45		22	171	102	709	21	204	99	790	201	1499
01:00		15	188			16	240				
01:15		12	170			16	207				
01:30		17	174			22	206				
01:45		16	168	60	700	15	214	69	867	129	1567
02:00		10	164			27	195				
02:15		12	198			10	274				
02:30		19	188			6	239				
02:45		15	196	56	746	11	258	54	966	110	1712
03:00		13	202			5	262				
03:15		12	204			12	218				
03:30		13	173			14	290				
03:45		22	160	60	739	15	268	46	1038	106	1777
04:00		20	137			11	262				
04:15		29	160			20	267				
04:30		47	157			24	263				
04:45		61	166	157	620	39	256	94	1048	251	1668
05:00		67	166			39	275				
05:15		72	156			31	219				
05:30		80	180			53	230				
05:45		128	168	347	670	71	251	194	975	541	1645
06:00		118	185			59	249				
06:15		154	166			96	237				
06:30		156	147			77	247				
06:45		198	159	626	657	82	236	314	969	940	1626
07:00		226	147			94	247				
07:15		205	143			100	207				
07:30		190	158			128	203				
07:45		187	133	808	581	160	172	482	829	1290	1410
08:00		198	141			174	180				
08:15		180	147			189	132				
08:30		163	134			216	141				
08:45		150	138	691	560	140	123	719	576	1410	1136
09:00		122	121			135	103				
09:15		134	113			125	99				
09:30		123	102			138	102				
09:45		152	87	531	423	132	72	530	376	1061	799
10:00		148	78			138	57				
10:15		133	55			159	44				
10:30		161	51			166	54				
10:45		161	59	603	243	173	42	636	197	1239	440
11:00		167	46			156	45				
11:15		164	43			161	52				
11:30		185	35			167	26				
11:45		173	34	689	158	183	28	667	151	1356	309
Total		4730	6806			3904	8782			8634	15588
Percent		41.0%	59.0%			30.8%	69.2%			35.6%	64.4%
Grand Total		4730	6806			3904	8782			8634	15588
Percent		41.0%	59.0%			30.8%	69.2%			35.6%	64.4%
ADT		ADT 24,222		AADT 24,222							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O Greenwood Avenue

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		24	220			25	193				
12:15		21	203			23	168				
12:30		29	238			24	178				
12:45		18	228	92	889	19	183	91	722	183	1611
01:00		17	257			16	188				
01:15		16	260			12	175				
01:30		20	244			17	179				
01:45		13	230	66	991	16	168	61	710	127	1701
02:00		25	211			11	166				
02:15		8	260			12	213				
02:30		8	205			19	207				
02:45		16	265	57	941	18	198	60	784	117	1725
03:00		6	261			15	200				
03:15		14	247			15	216				
03:30		22	270			15	182				
03:45		16	261	58	1039	21	169	66	767	124	1806
04:00		16	230			20	141				
04:15		24	247			28	156				
04:30		30	239			48	180				
04:45		39	242	109	958	61	171	157	648	266	1606
05:00		44	248			63	180				
05:15		36	200			71	180				
05:30		63	205			79	194				
05:45		72	244	215	897	127	191	340	745	555	1642
06:00		63	241			119	199				
06:15		94	231			155	193				
06:30		89	260			162	153				
06:45		104	256	350	988	199	174	635	719	985	1707
07:00		107	258			230	160				
07:15		122	205			209	145				
07:30		164	223			204	159				
07:45		215	179	608	865	192	132	835	596	1443	1461
08:00		182	191			195	145				
08:15		181	158			197	148				
08:30		190	155			163	152				
08:45		143	139	696	643	154	137	709	582	1405	1225
09:00		165	116			137	123				
09:15		144	107			119	115				
09:30		150	112			132	103				
09:45		168	76	627	411	155	90	543	431	1170	842
10:00		155	66			142	81				
10:15		173	44			123	56				
10:30		189	60			159	48				
10:45		199	46	716	216	168	56	592	241	1308	457
11:00		213	39			167	44				
11:15		192	48			158	39				
11:30		200	32			194	37				
11:45		213	29	818	148	184	34	703	154	1521	302
Total		4412	8986			4792	7099			9204	16085
Percent		32.9%	67.1%			40.3%	59.7%			36.4%	63.6%
Grand Total		4412	8986			4792	7099			9204	16085
Percent		32.9%	67.1%			40.3%	59.7%			36.4%	63.6%
ADT		ADT 25,289		AADT 25,289							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

12th Street
N/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	5			0	6				
12:15		1	2			0	3				
12:30		0	2			0	6				
12:45		0	1	1	10	0	7	0	22	1	32
01:00		0	4			0	5				
01:15		0	5			0	2				
01:30		0	5			0	3				
01:45		0	5	0	19	0	6	0	16	0	35
02:00		0	6			0	4				
02:15		0	4			0	4				
02:30		1	3			0	5				
02:45		0	4	1	17	0	2	0	15	1	32
03:00		0	8			0	9				
03:15		0	15			0	12				
03:30		0	4			0	9				
03:45		0	9	0	36	2	4	2	34	2	70
04:00		0	7			0	3				
04:15		0	12			0	6				
04:30		0	12			1	5				
04:45		0	9	0	40	1	9	2	23	2	63
05:00		0	7			2	6				
05:15		1	10			0	4				
05:30		0	6			3	0				
05:45		0	8	1	31	2	7	7	17	8	48
06:00		1	13			1	3				
06:15		2	8			0	5				
06:30		4	8			3	5				
06:45		0	9	7	38	4	7	8	20	15	58
07:00		0	9			5	3				
07:15		2	6			3	1				
07:30		1	10			1	3				
07:45		8	5	11	30	6	4	15	11	26	41
08:00		8	3			15	6				
08:15		3	4			12	1				
08:30		7	6			11	4				
08:45		4	1	22	14	8	1	46	12	68	26
09:00		6	3			6	3				
09:15		1	3			1	0				
09:30		2	4			5	3				
09:45		3	2	12	12	8	4	20	10	32	22
10:00		3	2			3	1				
10:15		1	1			4	1				
10:30		0	0			2	0				
10:45		2	2	6	5	4	2	13	4	19	9
11:00		2	0			3	0				
11:15		5	2			8	0				
11:30		1	0			5	0				
11:45		2	0	10	2	7	0	23	0	33	2
Total		71	254			136	184			207	438
Percent		21.8%	78.2%			42.5%	57.5%			32.1%	67.9%
Grand Total		71	254			136	184			207	438
Percent		21.8%	78.2%			42.5%	57.5%			32.1%	67.9%
ADT		ADT 645		AADT 645							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O 12th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	191			15	192				
12:15		25	236			26	175				
12:30		25	202			22	169				
12:45		17	220	96	849	17	188	80	724	176	1573
01:00		13	196			23	183				
01:15		21	220			11	176				
01:30		17	226			10	142				
01:45		12	208	63	850	19	165	63	666	126	1516
02:00		15	238			9	170				
02:15		13	239			11	184				
02:30		20	238			18	180				
02:45		17	295	65	1010	16	154	54	688	119	1698
03:00		14	292			8	198				
03:15		10	215			17	211				
03:30		11	284			21	184				
03:45		14	302	49	1093	28	162	74	755	123	1848
04:00		24	289			34	172				
04:15		15	241			34	155				
04:30		26	261			47	183				
04:45		31	331	96	1122	44	143	159	653	255	1775
05:00		39	286			63	165				
05:15		45	303			71	150				
05:30		44	294			93	144				
05:45		57	292	185	1175	106	182	333	641	518	1816
06:00		60	268			111	169				
06:15		68	207			154	143				
06:30		103	262			178	152				
06:45		97	279	328	1016	181	123	624	587	952	1603
07:00		87	270			217	145				
07:15		105	235			232	131				
07:30		152	185			247	133				
07:45		162	174	506	864	261	124	957	533	1463	1397
08:00		176	203			249	116				
08:15		230	168			214	147				
08:30		231	132			211	99				
08:45		172	118	809	621	207	122	881	484	1690	1105
09:00		141	88			180	111				
09:15		142	91			192	100				
09:30		165	88			162	81				
09:45		188	55	636	322	175	90	709	382	1345	704
10:00		153	74			180	80				
10:15		179	59			187	76				
10:30		161	60			178	48				
10:45		212	55	705	248	170	50	715	254	1420	502
11:00		193	39			172	67				
11:15		180	44			173	46				
11:30		180	31			197	40				
11:45		173	34	726	148	183	33	725	186	1451	334
Total		4264	9318			5374	6553			9638	15871
Percent		31.4%	68.6%			45.1%	54.9%			37.8%	62.2%
Grand Total		4264	9318			5374	6553			9638	15871
Percent		31.4%	68.6%			45.1%	54.9%			37.8%	62.2%
ADT	ADT 25,509		AADT 25,509								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O 12th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	200			29	183				
12:15		25	184			26	222				
12:30		22	174			22	183				
12:45		19	195	82	753	18	196	95	784	177	1537
01:00		19	193			15	181				
01:15		11	191			21	205				
01:30		10	153			17	210				
01:45		17	182	57	719	12	187	65	783	122	1502
02:00		10	183			14	217				
02:15		12	195			13	219				
02:30		18	189			20	220				
02:45		17	168	57	735	16	280	63	936	120	1671
03:00		9	196			14	257				
03:15		19	225			10	198				
03:30		21	206			12	261				
03:45		27	164	76	791	12	275	48	991	124	1782
04:00		32	178			21	250				
04:15		35	160			17	229				
04:30		47	198			25	245				
04:45		45	144	159	680	32	303	95	1027	254	1707
05:00		63	180			37	248				
05:15		70	154			40	267				
05:30		96	163			45	278				
05:45		107	197	336	694	56	249	178	1042	514	1736
06:00		116	188			60	242				
06:15		158	151			67	179				
06:30		188	160			98	233				
06:45		183	134	645	633	95	251	320	905	965	1538
07:00		228	154			80	258				
07:15		248	145			106	233				
07:30		253	144			139	179				
07:45		268	122	997	565	157	168	482	838	1479	1403
08:00		261	121			162	196				
08:15		230	152			196	159				
08:30		229	108			210	121				
08:45		215	126	935	507	164	111	732	587	1667	1094
09:00		192	115			138	80				
09:15		203	106			131	91				
09:30		182	85			150	95				
09:45		190	95	767	401	165	50	584	316	1351	717
10:00		190	81			140	72				
10:15		200	82			164	57				
10:30		184	47			157	59				
10:45		174	50	748	260	202	56	663	244	1411	504
11:00		184	69			165	40				
11:15		178	48			174	41				
11:30		210	45			165	32				
11:45		185	34	757	196	163	34	667	147	1424	343
Total		5616	6934			3992	8600			9608	15534
Percent		44.7%	55.3%			31.7%	68.3%			38.2%	61.8%
Grand Total		5616	6934			3992	8600			9608	15534
Percent		44.7%	55.3%			31.7%	68.3%			38.2%	61.8%
ADT		ADT 25,142		AADT 25,142							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Park Avenue
N/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	8			0	2				
12:15		0	6			2	1				
12:30		0	8			0	4				
12:45		0	1	0	23	0	1	2	8	2	31
01:00		0	3			0	3				
01:15		0	0			0	2				
01:30		0	2			0	6				
01:45		0	5	0	10	0	1	0	12	0	22
02:00		0	7			0	4				
02:15		0	7			0	2				
02:30		2	9			0	5				
02:45		0	7	2	30	0	8	0	19	2	49
03:00		0	21			0	9				
03:15		0	2			0	1				
03:30		0	7			0	4				
03:45		0	8	0	38	0	3	0	17	0	55
04:00		0	9			0	3				
04:15		0	6			2	7				
04:30		0	4			0	2				
04:45		0	4	0	23	0	3	2	15	2	38
05:00		0	14			0	5				
05:15		0	10			6	2				
05:30		0	10			3	7				
05:45		3	5	3	39	1	0	10	14	13	53
06:00		0	12			1	6				
06:15		1	11			3	4				
06:30		0	3			0	4				
06:45		4	4	5	30	6	0	10	14	15	44
07:00		0	4			2	1				
07:15		0	10			0	1				
07:30		2	5			0	1				
07:45		3	4	5	23	1	0	3	3	8	26
08:00		9	0			7	0				
08:15		18	1			10	1				
08:30		7	5			15	1				
08:45		4	2	38	8	3	0	35	2	73	10
09:00		3	2			3	2				
09:15		6	4			2	0				
09:30		0	2			1	0				
09:45		7	2	16	10	1	0	7	2	23	12
10:00		4	1			4	0				
10:15		2	0			1	0				
10:30		2	2			4	0				
10:45		8	1	16	4	2	0	11	0	27	4
11:00		4	0			3	0				
11:15		4	0			1	0				
11:30		1	1			2	0				
11:45		6	2	15	3	1	0	7	0	22	3
Total		100	241			87	106			187	347
Percent		29.3%	70.7%			45.1%	54.9%			35.0%	65.0%
Grand Total		100	241			87	106			187	347
Percent		29.3%	70.7%			45.1%	54.9%			35.0%	65.0%

ADT

ADT 534

AADT 534

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Park Avenue
S/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	11			0	19				
12:15		0	8			0	10				
12:30		0	11			2	12				
12:45		0	4	0	34	0	7	2	48	2	82
01:00		0	7			0	10				
01:15		0	9			1	12				
01:30		1	11			0	11				
01:45		2	16	3	43	1	11	2	44	5	87
02:00		0	10			0	8				
02:15		0	10			0	9				
02:30		0	10			1	10				
02:45		0	10	0	40	0	13	1	40	1	80
03:00		0	11			0	11				
03:15		0	7			1	13				
03:30		0	4			0	13				
03:45		1	5	1	27	2	15	3	52	4	79
04:00		0	2			0	12				
04:15		1	8			2	11				
04:30		1	8			4	9				
04:45		1	8	3	26	2	22	8	54	11	80
05:00		2	7			3	8				
05:15		1	16			0	6				
05:30		3	12			2	13				
05:45		4	16	10	51	2	7	7	34	17	85
06:00		1	15			9	12				
06:15		4	3			2	10				
06:30		0	7			5	13				
06:45		6	8	11	33	6	8	22	43	33	76
07:00		4	8			9	8				
07:15		9	6			12	5				
07:30		4	5			9	4				
07:45		9	2	26	21	23	3	53	20	79	41
08:00		6	4			18	5				
08:15		15	5			21	5				
08:30		6	4			17	7				
08:45		15	5	42	18	6	5	62	22	104	40
09:00		13	5			7	5				
09:15		5	4			6	5				
09:30		4	4			6	1				
09:45		10	10	32	23	13	4	32	15	64	38
10:00		7	0			9	2				
10:15		12	1			10	3				
10:30		3	3			12	4				
10:45		2	5	24	9	5	2	36	11	60	20
11:00		5	1			7	3				
11:15		8	2			15	3				
11:30		7	2			9	1				
11:45		10	1	30	6	10	3	41	10	71	16
Total		182	331			269	393			451	724
Percent		35.5%	64.5%			40.6%	59.4%			38.4%	61.6%
Grand Total		182	331			269	393			451	724
Percent		35.5%	64.5%			40.6%	59.4%			38.4%	61.6%
ADT		ADT 1,175		AADT 1,175							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O Park Avenue

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	189			16	212				
12:15		23	228			26	181				
12:30		23	191			21	184				
12:45		17	210	91	818	17	213	80	790	171	1608
01:00		12	201			23	184				
01:15		20	205			10	191				
01:30		18	228			9	155				
01:45		12	197	62	831	16	190	58	720	120	1551
02:00		18	215			13	205				
02:15		12	227			11	194				
02:30		18	225			20	203				
02:45		17	264	65	931	16	187	60	789	125	1720
03:00		14	285			10	219				
03:15		10	200			20	239				
03:30		11	266			21	224				
03:45		19	312	54	1063	27	175	78	857	132	1920
04:00		21	291			34	185				
04:15		11	244			31	172				
04:30		25	244			47	202				
04:45		32	330	89	1109	46	153	158	712	247	1821
05:00		33	324			66	168				
05:15		39	283			70	161				
05:30		41	286			96	165				
05:45		54	297	167	1190	106	195	338	689	505	1879
06:00		55	277			111	202				
06:15		64	229			170	161				
06:30		97	271			194	162				
06:45		86	270	302	1047	196	141	671	666	973	1713
07:00		88	274			229	165				
07:15		101	235			251	147				
07:30		134	186			271	147				
07:45		175	169	498	864	266	142	1017	601	1515	1465
08:00		158	196			288	136				
08:15		215	159			244	149				
08:30		211	135			233	109				
08:45		165	113	749	603	207	131	972	525	1721	1128
09:00		144	83			191	124				
09:15		152	92			192	109				
09:30		153	84			173	88				
09:45		183	55	632	314	178	94	734	415	1366	729
10:00		170	74			198	86				
10:15		168	58			192	85				
10:30		161	57			197	50				
10:45		200	58	699	247	190	55	777	276	1476	523
11:00		171	38			190	63				
11:15		174	42			177	48				
11:30		166	31			199	41				
11:45		168	33	679	144	207	36	773	188	1452	332
Total		4087	9161			5716	7228			9803	16389
Percent		30.8%	69.2%			44.2%	55.8%			37.4%	62.6%
Grand Total		4087	9161			5716	7228			9803	16389
Percent		30.8%	69.2%			44.2%	55.8%			37.4%	62.6%
ADT		ADT 26,192	AADT 26,192								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O Park Avenue

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	177			18	211				
12:15		24	222			26	169				
12:30		23	197			22	188				
12:45		17	204	92	800	16	205	82	773	174	1573
01:00		12	199			21	176				
01:15		20	189			12	196				
01:30		19	217			9	156				
01:45		12	200	63	805	18	183	60	711	123	1516
02:00		17	201			14	194				
02:15		13	224			9	195				
02:30		18	226			21	200				
02:45		20	278	68	929	17	181	61	770	129	1699
03:00		13	272			9	206				
03:15		10	208			20	233				
03:30		11	281			21	214				
03:45		19	321	53	1082	28	177	78	830	131	1912
04:00		22	301			34	183				
04:15		7	245			27	161				
04:30		26	241			46	191				
04:45		30	343	85	1130	48	165	155	700	240	1830
05:00		31	318			71	167				
05:15		37	277			68	162				
05:30		41	277			99	171				
05:45		55	293	164	1165	102	189	340	689	504	1854
06:00		56	284			112	193				
06:15		66	243			166	160				
06:30		90	270			188	163				
06:45		89	267	301	1064	188	136	654	652	955	1716
07:00		85	281			212	164				
07:15		104	237			249	144				
07:30		130	186			239	150				
07:45		177	167	496	871	248	134	948	592	1444	1463
08:00		161	192			255	131				
08:15		221	164			258	146				
08:30		215	130			216	103				
08:45		162	108	759	594	201	133	930	513	1689	1107
09:00		142	84			193	117				
09:15		151	89			184	108				
09:30		154	77			173	87				
09:45		179	57	626	307	170	93	720	405	1346	712
10:00		156	73			191	82				
10:15		169	55			188	82				
10:30		160	55			199	51				
10:45		202	57	687	240	187	51	765	266	1452	506
11:00		170	36			182	64				
11:15		177	40			173	46				
11:30		162	32			197	33				
11:45		171	33	680	141	202	42	754	185	1434	326
Total		4074	9128			5547	7086			9621	16214
Percent		30.9%	69.1%			43.9%	56.1%			37.2%	62.8%
Grand Total		4074	9128			5547	7086			9621	16214
Percent		30.9%	69.1%			43.9%	56.1%			37.2%	62.8%
ADT	ADT 25,835		AADT 25,835								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

18th Street
N/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	12			0	26				
12:15		1	16			0	20				
12:30		0	16			0	21				
12:45		0	20	3	64	0	10	0	77	3	141
01:00		0	14			0	16				
01:15		0	11			0	12				
01:30		0	6			1	23				
01:45		0	19	0	50	0	20	1	71	1	121
02:00		0	14			0	16				
02:15		0	18			0	28				
02:30		0	34			2	19				
02:45		1	32	1	98	1	35	3	98	4	196
03:00		0	30			0	23				
03:15		0	32			2	32				
03:30		1	17			0	42				
03:45		0	27	1	106	0	33	2	130	3	236
04:00		1	29			3	19				
04:15		1	21			0	13				
04:30		2	25			3	12				
04:45		1	18	5	93	2	18	8	62	13	155
05:00		6	22			4	17				
05:15		4	25			2	26				
05:30		2	30			5	21				
05:45		8	36	20	113	11	37	22	101	42	214
06:00		2	27			0	15				
06:15		9	24			5	20				
06:30		8	22			2	14				
06:45		8	14	27	87	15	9	22	58	49	145
07:00		10	24			9	20				
07:15		15	19			12	23				
07:30		21	11			10	19				
07:45		31	12	77	66	16	21	47	83	124	149
08:00		39	21			17	23				
08:15		49	14			44	24				
08:30		23	8			57	11				
08:45		20	15	131	58	25	21	143	79	274	137
09:00		12	12			14	17				
09:15		12	2			16	12				
09:30		13	5			17	15				
09:45		19	7	56	26	17	9	64	53	120	79
10:00		9	6			17	4				
10:15		13	2			20	4				
10:30		7	2			22	7				
10:45		13	11	42	21	19	11	78	26	120	47
11:00		11	5			18	3				
11:15		5	3			17	8				
11:30		6	3			23	3				
11:45		15	0	37	11	24	0	82	14	119	25
Total		400	793			472	852			872	1645
Percent		33.5%	66.5%			35.6%	64.4%			34.6%	65.4%
Grand Total		400	793			472	852			872	1645
Percent		33.5%	66.5%			35.6%	64.4%			34.6%	65.4%
ADT		ADT 2,517		AADT 2,517							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

18th Street
S/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	8			0	10				
12:15		0	4			0	6				
12:30		0	12			0	8				
12:45		0	5	0	29	0	3	0	27	0	56
01:00		0	7			0	6				
01:15		0	7			2	6				
01:30		0	9			0	8				
01:45		0	4	0	27	0	5	2	25	2	52
02:00		0	12			0	7				
02:15		2	7			0	4				
02:30		0	10			0	7				
02:45		0	7	2	36	0	9	0	27	2	63
03:00		2	12			5	15				
03:15		0	8			3	6				
03:30		2	10			4	6				
03:45		1	10	5	40	1	6	13	33	18	73
04:00		0	13			1	12				
04:15		1	18			2	10				
04:30		1	7			0	6				
04:45		2	5	4	43	2	11	5	39	9	82
05:00		4	8			3	6				
05:15		2	6			3	15				
05:30		0	4			1	11				
05:45		2	6	8	24	0	9	7	41	15	65
06:00		5	7			0	5				
06:15		1	4			1	6				
06:30		4	9			1	8				
06:45		3	7	13	27	3	5	5	24	18	51
07:00		4	8			3	1				
07:15		2	4			5	7				
07:30		12	5			6	8				
07:45		13	5	31	22	7	8	21	24	52	46
08:00		13	1			7	8				
08:15		18	5			3	5				
08:30		10	3			9	3				
08:45		9	2	50	11	19	0	38	16	88	27
09:00		3	2			11	1				
09:15		5	1			6	0				
09:30		5	3			8	1				
09:45		2	0	15	6	5	1	30	3	45	9
10:00		5	2			4	3				
10:15		5	1			9	2				
10:30		4	5			9	2				
10:45		5	2	19	10	7	0	29	7	48	17
11:00		3	2			12	1				
11:15		4	2			5	3				
11:30		1	0			5	3				
11:45		5	1	13	5	3	0	25	7	38	12
Total		160	280			175	273			335	553
Percent		36.4%	63.6%			39.1%	60.9%			37.7%	62.3%
Grand Total		160	280			175	273			335	553
Percent		36.4%	63.6%			39.1%	60.9%			37.7%	62.3%
ADT		ADT 888				AADT 888					

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O 18th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	195			19	215				
12:15		24	230			25	180				
12:30		22	222			25	185				
12:45		17	221	92	868	22	194	91	774	183	1642
01:00		12	208			22	165				
01:15		17	206			14	203				
01:30		11	222			12	170				
01:45		16	219	56	855	17	194	65	732	121	1587
02:00		13	224			17	189				
02:15		11	245			5	196				
02:30		16	280			22	201				
02:45		18	295	58	1044	14	205	58	791	116	1835
03:00		14	303			8	210				
03:15		12	250			21	249				
03:30		13	362			20	235				
03:45		22	331	61	1246	20	190	69	884	130	2130
04:00		22	335			26	181				
04:15		17	348			30	189				
04:30		31	278			48	196				
04:45		42	403	112	1364	45	166	149	732	261	2096
05:00		37	361			76	167				
05:15		38	338			60	182				
05:30		43	297			103	188				
05:45		62	361	180	1357	116	218	355	755	535	2112
06:00		57	292			116	209				
06:15		69	341			153	177				
06:30		88	298			159	179				
06:45		98	308	312	1239	207	143	635	708	947	1947
07:00		93	314			208	163				
07:15		127	256			258	158				
07:30		157	180			238	166				
07:45		196	183	573	933	260	139	964	626	1537	1559
08:00		196	181			262	142				
08:15		242	180			294	154				
08:30		234	128			262	105				
08:45		187	115	859	604	186	137	1004	538	1863	1142
09:00		160	86			201	121				
09:15		159	100			174	105				
09:30		163	101			173	98				
09:45		198	74	680	361	189	97	737	421	1417	782
10:00		163	78			181	88				
10:15		178	57			204	84				
10:30		179	61			186	59				
10:45		194	54	714	250	189	55	760	286	1474	536
11:00		184	47			188	67				
11:15		202	43			177	51				
11:30		177	23			222	38				
11:45		179	35	742	148	202	39	789	195	1531	343
Total		4439	10269			5676	7442			10115	17711
Percent		30.2%	69.8%			43.3%	56.7%			36.4%	63.6%
Grand Total		4439	10269			5676	7442			10115	17711
Percent		30.2%	69.8%			43.3%	56.7%			36.4%	63.6%
ADT		ADT 27,826	AADT 27,826								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O 18th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	191			21	206				
12:15		24	232			26	181				
12:30		22	228			26	187				
12:45		17	214	92	865	21	205	94	779	186	1644
01:00		12	207			23	164				
01:15		17	202			14	202				
01:30		12	227			13	172				
01:45		16	218	57	854	18	197	68	735	125	1589
02:00		14	228			17	186				
02:15		11	247			7	209				
02:30		15	267			22	201				
02:45		20	307	60	1049	16	196	62	792	122	1841
03:00		11	307			7	211				
03:15		10	238			20	230				
03:30		12	344			19	241				
03:45		21	336	54	1225	21	189	67	871	121	2096
04:00		21	338			26	196				
04:15		15	323			29	185				
04:30		30	276			41	203				
04:45		44	373	110	1310	46	158	142	742	252	2052
05:00		37	352			78	166				
05:15		36	334			64	192				
05:30		45	284			102	192				
05:45		58	342	176	1312	109	214	353	764	529	2076
06:00		57	283			124	214				
06:15		68	319			155	179				
06:30		93	286			174	179				
06:45		100	309	318	1197	203	147	656	719	974	1916
07:00		95	313			202	159				
07:15		125	251			263	158				
07:30		152	190			236	162				
07:45		191	179	563	933	270	139	971	618	1534	1551
08:00		195	187			267	141				
08:15		229	188			290	145				
08:30		236	128			268	103				
08:45		185	117	845	620	177	128	1002	517	1847	1137
09:00		162	93			207	113				
09:15		160	100			175	101				
09:30		160	102			175	98				
09:45		193	73	675	368	188	95	745	407	1420	775
10:00		162	77			184	87				
10:15		177	57			203	84				
10:30		183	64			188	54				
10:45		186	55	708	253	189	52	764	277	1472	530
11:00		175	41			189	70				
11:15		185	43			171	50				
11:30		180	25			208	39				
11:45		192	35	732	144	201	41	769	200	1501	344
Total		4390	10130			5693	7421			10083	17551
Percent		30.2%	69.8%			43.4%	56.6%			36.5%	63.5%
Grand Total		4390	10130			5693	7421			10083	17551
Percent		30.2%	69.8%			43.4%	56.6%			36.5%	63.5%
ADT		ADT 27,634	AADT 27,634								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

19th Street
N/O Whittier Boulevard

Start Time	3/5/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			0	1				
12:15		2	3			0	1				
12:30		1	3			0	3				
12:45		0	12	3	25	0	5	0	10	3	35
01:00		2	5			0	1				
01:15		0	7			0	1				
01:30		0	1			0	1				
01:45		1	1	3	14	1	4	1	7	4	21
02:00		0	6			0	2				
02:15		0	4			0	1				
02:30		0	2			0	1				
02:45		0	4	0	16	0	5	0	9	0	25
03:00		1	3			1	3				
03:15		0	1			0	4				
03:30		0	6			0	19				
03:45		0	7	1	17	0	1	1	27	2	44
04:00		0	10			2	3				
04:15		0	8			1	0				
04:30		0	2			0	1				
04:45		1	4	1	24	0	0	3	4	4	28
05:00		0	8			0	5				
05:15		3	3			0	0				
05:30		0	13			1	2				
05:45		2	6	5	30	1	4	2	11	7	41
06:00		2	10			0	2				
06:15		2	4			1	3				
06:30		1	4			2	0				
06:45		2	4	7	22	2	3	5	8	12	30
07:00		4	7			1	0				
07:15		3	5			0	1				
07:30		4	5			3	3				
07:45		3	4	14	21	6	4	10	8	24	29
08:00		1	11			4	1				
08:15		6	6			8	1				
08:30		8	2			8	0				
08:45		8	2	23	21	2	3	22	5	45	26
09:00		4	4			2	3				
09:15		1	1			6	1				
09:30		7	1			3	0				
09:45		1	1	13	7	2	0	13	4	26	11
10:00		4	2			1	0				
10:15		1	0			5	0				
10:30		4	0			3	2				
10:45		4	2	13	4	2	1	11	3	24	7
11:00		3	0			4	0				
11:15		7	0			3	0				
11:30		6	4			4	1				
11:45		2	1	18	5	4	0	15	1	33	6
Total		101	206			83	97			184	303
Percent		32.9%	67.1%			46.1%	53.9%			37.8%	62.2%
Grand Total		101	206			83	97			184	303
Percent		32.9%	67.1%			46.1%	53.9%			37.8%	62.2%
ADT		ADT 487		AADT 487							

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

19th Street
S/O Whittier Boulevard

Start Time	3/5/2026 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	3			1	4				
12:15		0	3			1	8				
12:30		0	6			1	9				
12:45		2	1	2	13	1	8	4	29	6	42
01:00		0	2			1	7				
01:15		0	4			0	4				
01:30		0	5			0	6				
01:45		1	7	1	18	2	2	3	19	4	37
02:00		0	6			1	4				
02:15		0	11			0	3				
02:30		0	6			0	10				
02:45		0	5	0	28	1	15	2	32	2	60
03:00		1	6			0	11				
03:15		1	5			1	12				
03:30		0	3			0	8				
03:45		0	2	2	16	0	4	1	35	3	51
04:00		0	3			1	4				
04:15		1	6			0	7				
04:30		0	3			0	6				
04:45		0	6	1	18	1	6	2	23	3	41
05:00		2	5			1	7				
05:15		2	6			1	6				
05:30		1	7			0	8				
05:45		2	9	7	27	1	3	3	24	10	51
06:00		1	6			3	5				
06:15		2	4			1	3				
06:30		4	5			3	4				
06:45		1	4	8	19	5	3	12	15	20	34
07:00		5	4			3	9				
07:15		4	5			2	11				
07:30		3	2			4	3				
07:45		5	2	17	13	3	3	12	26	29	39
08:00		7	2			4	2				
08:15		8	5			8	7				
08:30		5	4			3	4				
08:45		4	4	24	15	5	1	20	14	44	29
09:00		3	2			3	2				
09:15		5	4			3	5				
09:30		4	1			6	2				
09:45		5	2	17	9	3	5	15	14	32	23
10:00		2	1			4	0				
10:15		4	0			3	0				
10:30		3	0			7	0				
10:45		3	0	12	1	8	3	22	3	34	4
11:00		5	3			3	0				
11:15		0	0			3	4				
11:30		6	1			5	0				
11:45		6	0	17	4	8	1	19	5	36	9
Total		108	181			115	239			223	420
Percent		37.4%	62.6%			32.5%	67.5%			34.7%	65.3%
Grand Total		108	181			115	239			223	420
Percent		37.4%	62.6%			32.5%	67.5%			34.7%	65.3%
ADT		ADT 643				AADT 643					

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O 19th Street

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	223			28	232				
12:15		27	208			37	171				
12:30		30	198			20	225				
12:45		21	246	107	875	28	198	113	826	220	1701
01:00		17	281			16	191				
01:15		18	221			12	196				
01:30		27	232			21	194				
01:45		16	218	78	952	15	172	64	753	142	1705
02:00		26	243			11	152				
02:15		12	314			11	195				
02:30		9	298			21	200				
02:45		5	300	52	1155	13	224	56	771	108	1926
03:00		8	284			13	258				
03:15		15	302			17	236				
03:30		19	351			12	215				
03:45		21	377	63	1314	22	221	64	930	127	2244
04:00		8	331			18	180				
04:15		21	355			35	180				
04:30		29	307			50	176				
04:45		41	377	99	1370	48	188	151	724	250	2094
05:00		37	384			76	203				
05:15		37	329			83	184				
05:30		60	327			105	215				
05:45		82	314	216	1354	119	219	383	821	599	2175
06:00		63	328			120	219				
06:15		95	317			153	177				
06:30		79	290			168	171				
06:45		86	305	323	1240	211	185	652	752	975	1992
07:00		98	262			228	161				
07:15		123	220			209	167				
07:30		168	213			224	175				
07:45		203	194	592	889	229	140	890	643	1482	1532
08:00		215	182			237	149				
08:15		255	147			294	179				
08:30		241	159			238	147				
08:45		169	134	880	622	149	144	918	619	1798	1241
09:00		155	112			171	162				
09:15		152	125			146	124				
09:30		184	114			143	108				
09:45		177	96	668	447	164	101	624	495	1292	942
10:00		149	49			176	82				
10:15		180	65			134	67				
10:30		189	61			179	69				
10:45		192	44	710	219	193	63	682	281	1392	500
11:00		187	48			162	49				
11:15		183	49			186	52				
11:30		166	31			193	45				
11:45		187	38	723	166	198	40	739	186	1462	352
Total		4511	10603			5336	7801			9847	18404
Percent		29.8%	70.2%			40.6%	59.4%			34.9%	65.1%
Grand Total		4511	10603			5336	7801			9847	18404
Percent		29.8%	70.2%			40.6%	59.4%			34.9%	65.1%
ADT		ADT 28,251	AADT 28,251								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O 19th Street

Start Time	3/5/2026 Thu	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	221			29	227				
12:15		26	208			37	165				
12:30		30	201			21	224				
12:45		19	244	104	874	28	192	115	808	219	1682
01:00		18	272			17	184				
01:15		19	234			12	202				
01:30		26	227			22	177				
01:45		17	225	80	958	15	179	66	742	146	1700
02:00		25	249			11	149				
02:15		12	320			11	184				
02:30		9	301			20	202				
02:45		5	307	51	1177	12	221	54	756	105	1933
03:00		10	286			14	259				
03:15		15	300			17	236				
03:30		19	348			12	203				
03:45		21	371	65	1305	22	217	65	915	130	2220
04:00		8	330			16	182				
04:15		22	355			32	195				
04:30		31	304			50	174				
04:45		40	360	101	1349	48	192	146	743	247	2092
05:00		35	383			74	197				
05:15		38	323			79	180				
05:30		60	327			101	202				
05:45		78	313	211	1346	116	202	370	781	581	2127
06:00		66	320			120	217				
06:15		95	301			148	174				
06:30		88	296			166	167				
06:45		88	299	337	1216	212	184	646	742	983	1958
07:00		105	266			225	165				
07:15		125	220			209	164				
07:30		176	212			229	175				
07:45		204	191	610	889	227	141	890	645	1500	1534
08:00		223	193			245	147				
08:15		251	144			303	177				
08:30		239	169			223	143				
08:45		165	132	878	638	150	142	921	609	1799	1247
09:00		158	115			170	155				
09:15		150	119			144	118				
09:30		178	116			142	107				
09:45		177	96	663	446	161	101	617	481	1280	927
10:00		143	50			174	83				
10:15		185	67			130	64				
10:30		190	58			186	63				
10:45		198	45	716	220	189	63	679	273	1395	493
11:00		187	49			162	47				
11:15		182	49			190	56				
11:30		169	29			184	44				
11:45		198	38	736	165	193	40	729	187	1465	352
Total		4552	10583			5298	7682			9850	18265
Percent		30.1%	69.9%			40.8%	59.2%			35.0%	65.0%
Grand Total		4552	10583			5298	7682			9850	18265
Percent		30.1%	69.9%			40.8%	59.2%			35.0%	65.0%
ADT		ADT 28,115	AADT 28,115								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

20th Street
N/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	3			0	9				
12:15		0	0			0	11				
12:30		0	7			0	4				
12:45		0	1	2	11	0	3	0	27	2	38
01:00		0	3			0	3				
01:15		0	3			0	3				
01:30		1	2			0	4				
01:45		0	5	1	13	0	3	0	13	1	26
02:00		0	3			0	6				
02:15		0	8			0	9				
02:30		0	5			0	7				
02:45		0	3	0	19	2	15	2	37	2	56
03:00		0	3			0	3				
03:15		0	12			0	10				
03:30		0	10			0	28				
03:45		0	0	0	25	0	16	0	57	0	82
04:00		0	2			0	4				
04:15		0	1			0	5				
04:30		0	3			1	4				
04:45		0	5	0	11	1	5	2	18	2	29
05:00		0	10			1	7				
05:15		0	6			0	4				
05:30		0	11			0	7				
05:45		0	3	0	30	6	7	7	25	7	55
06:00		0	4			3	2				
06:15		0	5			3	11				
06:30		0	5			7	3				
06:45		0	4	0	18	3	1	16	17	16	35
07:00		1	2			1	2				
07:15		5	1			9	0				
07:30		6	1			4	0				
07:45		6	0	18	4	5	8	19	10	37	14
08:00		7	2			17	1				
08:15		29	3			37	2				
08:30		18	0			31	1				
08:45		2	1	56	6	6	8	91	12	147	18
09:00		7	1			5	1				
09:15		4	2			2	2				
09:30		6	0			6	1				
09:45		1	0	18	3	7	4	20	8	38	11
10:00		0	0			2	3				
10:15		1	0			3	0				
10:30		2	0			4	3				
10:45		3	0	6	0	3	4	12	10	18	10
11:00		1	0			6	4				
11:15		2	0			3	0				
11:30		2	1			2	0				
11:45		1	0	6	1	13	0	24	4	30	5
Total		107	141			193	238			300	379
Percent		43.1%	56.9%			44.8%	55.2%			44.2%	55.8%
Grand Total		107	141			193	238			300	379
Percent		43.1%	56.9%			44.8%	55.2%			44.2%	55.8%

ADT

ADT 679

AADT 679

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O 20th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		32	191			18	214				
12:15		24	241			24	188				
12:30		22	236			25	187				
12:45		16	223	94	891	22	193	89	782	183	1673
01:00		14	211			21	172				
01:15		17	201			14	200				
01:30		11	231			11	186				
01:45		16	220	58	863	18	198	64	756	122	1619
02:00		14	217			17	197				
02:15		12	253			8	201				
02:30		14	299			21	198				
02:45		18	304	58	1073	15	217	61	813	119	1886
03:00		13	328			9	209				
03:15		12	264			22	248				
03:30		12	380			22	243				
03:45		23	333	60	1305	20	206	73	906	133	2211
04:00		22	346			27	185				
04:15		18	366			32	188				
04:30		26	311			48	198				
04:45		42	425	108	1448	44	170	151	741	259	2189
05:00		36	389			73	179				
05:15		34	370			68	181				
05:30		46	327			103	186				
05:45		60	353	176	1439	115	209	359	755	535	2194
06:00		52	319			114	204				
06:15		69	351			153	175				
06:30		82	306			175	165				
06:45		90	324	293	1300	196	143	638	687	931	1987
07:00		95	324			212	158				
07:15		132	257			258	154				
07:30		163	192			236	167				
07:45		205	194	595	967	253	135	959	614	1554	1581
08:00		208	189			251	137				
08:15		272	171			281	150				
08:30		243	133			263	105				
08:45		205	115	928	608	181	143	976	535	1904	1143
09:00		170	92			197	122				
09:15		165	101			168	104				
09:30		165	104			171	100				
09:45		203	69	703	366	198	97	734	423	1437	789
10:00		163	84			185	88				
10:15		187	59			202	86				
10:30		180	59			190	61				
10:45		203	51	733	253	183	55	760	290	1493	543
11:00		173	52			186	66				
11:15		199	44			187	51				
11:30		184	24			206	37				
11:45		187	35	743	155	206	37	785	191	1528	346
Total		4549	10668			5649	7493			10198	18161
Percent		29.9%	70.1%			43.0%	57.0%			36.0%	64.0%
Grand Total		4549	10668			5649	7493			10198	18161
Percent		29.9%	70.1%			43.0%	57.0%			36.0%	64.0%
ADT		ADT 28,359		AADT 28,359							

CITY TRAFFIC COUNTERS

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Whittier Boulevard
E/O 20th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	183			18	207				
12:15		24	239			25	185				
12:30		22	225			26	192				
12:45		17	220	92	867	22	189	91	773	183	1640
01:00		13	194			21	171				
01:15		17	194			14	207				
01:30		10	221			11	179				
01:45		16	207	56	816	18	195	64	752	120	1568
02:00		14	221			17	191				
02:15		11	242			8	204				
02:30		15	285			22	198				
02:45		19	292	59	1040	14	215	61	808	120	1848
03:00		13	308			9	211				
03:15		11	256			22	253				
03:30		13	370			22	248				
03:45		23	315	60	1249	20	192	73	904	133	2153
04:00		20	332			27	182				
04:15		17	356			33	189				
04:30		28	284			49	199				
04:45		41	405	106	1377	46	166	155	736	261	2113
05:00		36	371			76	182				
05:15		36	347			66	184				
05:30		44	296			106	188				
05:45		62	356	178	1370	118	220	366	774	544	2144
06:00		56	301			117	209				
06:15		67	339			151	182				
06:30		82	291			174	173				
06:45		97	304	302	1235	203	148	645	712	947	1947
07:00		93	314			219	159				
07:15		125	254			269	149				
07:30		151	183			240	174				
07:45		199	189	568	940	263	137	991	619	1559	1559
08:00		191	182			270	142				
08:15		246	169			296	149				
08:30		235	127			275	101				
08:45		197	115	869	593	191	140	1032	532	1901	1125
09:00		161	86			205	121				
09:15		164	96			173	104				
09:30		160	101			174	98				
09:45		194	73	679	356	197	94	749	417	1428	773
10:00		164	80			182	89				
10:15		178	57			207	86				
10:30		179	60			190	60				
10:45		193	56	714	253	183	55	762	290	1476	543
11:00		174	48			191	66				
11:15		191	43			182	51				
11:30		178	23			216	37				
11:45		184	35	727	149	209	38	798	192	1525	341
Total		4410	10245			5787	7509			10197	17754
Percent		30.1%	69.9%			43.5%	56.5%			36.5%	63.5%
Grand Total		4410	10245			5787	7509			10197	17754
Percent		30.1%	69.9%			43.5%	56.5%			36.5%	63.5%
ADT		ADT 27,951	AADT 27,951								

CITY TRAFFIC COUNTERS

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Whittier Boulevard
E/O 20th Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	183			18	207				
12:15		24	239			25	185				
12:30		22	225			26	192				
12:45		17	220	92	867	22	189	91	773	183	1640
01:00		13	194			21	171				
01:15		17	194			14	207				
01:30		10	221			11	179				
01:45		16	207	56	816	18	195	64	752	120	1568
02:00		14	221			17	191				
02:15		11	242			8	204				
02:30		15	285			22	198				
02:45		19	292	59	1040	14	215	61	808	120	1848
03:00		13	308			9	211				
03:15		11	256			22	253				
03:30		13	370			22	248				
03:45		23	315	60	1249	20	192	73	904	133	2153
04:00		20	332			27	182				
04:15		17	356			33	189				
04:30		28	284			49	199				
04:45		41	405	106	1377	46	166	155	736	261	2113
05:00		36	371			76	182				
05:15		36	347			66	184				
05:30		44	296			106	188				
05:45		62	356	178	1370	118	220	366	774	544	2144
06:00		56	301			117	209				
06:15		67	339			151	182				
06:30		82	291			174	173				
06:45		97	304	302	1235	203	148	645	712	947	1947
07:00		93	314			219	159				
07:15		125	254			269	149				
07:30		151	183			240	174				
07:45		199	189	568	940	263	137	991	619	1559	1559
08:00		191	182			270	142				
08:15		246	169			296	149				
08:30		235	127			275	101				
08:45		197	115	869	593	191	140	1032	532	1901	1125
09:00		161	86			205	121				
09:15		164	96			173	104				
09:30		160	101			174	98				
09:45		194	73	679	356	197	94	749	417	1428	773
10:00		164	80			182	89				
10:15		178	57			207	86				
10:30		179	60			190	60				
10:45		193	56	714	253	183	55	762	290	1476	543
11:00		174	48			191	66				
11:15		191	43			182	51				
11:30		178	23			216	37				
11:45		184	35	727	149	209	38	798	192	1525	341
Total		4410	10245			5787	7509			10197	17754
Percent		30.1%	69.9%			43.5%	56.5%			36.5%	63.5%
Grand Total		4410	10245			5787	7509			10197	17754
Percent		30.1%	69.9%			43.5%	56.5%			36.5%	63.5%
ADT		ADT 27,951	AADT 27,951								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

22nd Street
S/O Whittier Boulevard

Start Time	3/3/2026 Tue	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	6			3	7				
12:15		0	5			0	13				
12:30		0	4			1	10				
12:45		0	6	1	21	2	1	6	31	7	52
01:00		0	4			0	7				
01:15		0	8			1	4				
01:30		0	2			1	7				
01:45		0	7	0	21	1	6	3	24	3	45
02:00		0	6			0	9				
02:15		0	6			1	10				
02:30		0	5			0	11				
02:45		0	7	0	24	0	14	1	44	1	68
03:00		0	12			2	19				
03:15		1	14			0	11				
03:30		0	10			0	18				
03:45		0	9	1	45	0	19	2	67	3	112
04:00		0	1			0	11				
04:15		0	11			1	11				
04:30		0	2			2	11				
04:45		2	8	2	22	1	13	4	46	6	68
05:00		0	1			2	9				
05:15		2	7			0	9				
05:30		2	8			3	10				
05:45		1	9	5	25	3	10	8	38	13	63
06:00		2	8			0	20				
06:15		1	8			1	9				
06:30		2	4			2	6				
06:45		1	5	6	25	1	3	4	38	10	63
07:00		3	4			0	5				
07:15		4	0			4	4				
07:30		1	3			2	7				
07:45		3	2	11	9	6	4	12	20	23	29
08:00		1	2			4	3				
08:15		3	3			4	7				
08:30		4	5			5	3				
08:45		1	1	9	11	3	2	16	15	25	26
09:00		3	1			3	1				
09:15		3	1			2	1				
09:30		6	0			10	1				
09:45		3	1	15	3	2	4	17	7	32	10
10:00		4	1			1	3				
10:15		5	0			2	2				
10:30		4	1			6	6				
10:45		8	1	21	3	1	3	10	14	31	17
11:00		9	0			3	1				
11:15		3	0			8	1				
11:30		6	0			6	0				
11:45		5	0	23	0	13	0	30	2	53	2
Total		94	209			113	346			207	555
Percent		31.0%	69.0%			24.6%	75.4%			27.2%	72.8%
Grand Total		94	209			113	346			207	555
Percent		31.0%	69.0%			24.6%	75.4%			27.2%	72.8%

ADT

ADT 762

AADT 762

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
E/O 22nd Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		40	270			24	240				
12:15		34	316			28	234				
12:30		34	310			32	216				
12:45		23	307	131	1203	25	201	109	891	240	2094
01:00		17	279			24	211				
01:15		25	279			17	258				
01:30		17	294			8	195				
01:45		21	288	80	1140	23	210	72	874	152	2014
02:00		17	297			19	216				
02:15		17	351			8	222				
02:30		19	403			23	224				
02:45		26	418	79	1469	16	245	66	907	145	2376
03:00		16	409			8	246				
03:15		18	366			25	276				
03:30		16	452			23	295				
03:45		28	448	78	1675	23	213	79	1030	157	2705
04:00		26	468			29	219				
04:15		22	450			38	219				
04:30		32	397			55	216				
04:45		57	533	137	1848	52	177	174	831	311	2679
05:00		54	482			86	194				
05:15		48	438			82	184				
05:30		57	421			128	234				
05:45		81	478	240	1819	133	272	429	884	669	2703
06:00		71	427			128	237				
06:15		102	443			180	212				
06:30		123	412			204	177				
06:45		130	436	426	1718	224	166	736	792	1162	2510
07:00		143	428			248	191				
07:15		181	361			279	180				
07:30		212	265			255	185				
07:45		277	275	813	1329	286	169	1068	725	1881	2054
08:00		288	261			280	159				
08:15		362	238			298	168				
08:30		318	193			306	129				
08:45		265	148	1233	840	227	178	1111	634	2344	1474
09:00		241	118			220	140				
09:15		224	146			190	124				
09:30		227	138			201	111				
09:45		268	102	960	504	224	120	835	495	1795	999
10:00		216	108			194	105				
10:15		260	84			210	97				
10:30		243	79			210	67				
10:45		265	68	984	339	214	70	828	339	1812	678
11:00		241	68			201	73				
11:15		238	56			198	58				
11:30		254	35			233	43				
11:45		260	45	993	204	232	44	864	218	1857	422
Total		6154	14088			6371	8620			12525	22708
Percent		30.4%	69.6%			42.5%	57.5%			35.5%	64.5%
Grand Total		6154	14088			6371	8620			12525	22708
Percent		30.4%	69.6%			42.5%	57.5%			35.5%	64.5%
ADT		ADT 35,233	AADT 35,233								

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

Whittier Boulevard
W/O 22nd Street

Start Time	3/3/2026 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		34	224			25	250				
12:15		23	267			32	234				
12:30		29	262			34	217				
12:45		26	247	112	1000	25	231	116	932	228	1932
01:00		14	238			29	213				
01:15		22	221			16	259				
01:30		17	255			13	222				
01:45		22	245	75	959	20	223	78	917	153	1876
02:00		16	252			21	245				
02:15		14	282			12	248				
02:30		16	323			27	239				
02:45		22	324	68	1181	19	261	79	993	147	2174
03:00		23	331			12	245				
03:15		18	330			28	291				
03:30		15	378			30	305				
03:45		28	357	84	1396	25	259	95	1100	179	2496
04:00		28	403			33	216				
04:15		26	374			40	242				
04:30		33	362			68	234				
04:45		54	461	141	1600	66	206	207	898	348	2498
05:00		54	422			104	227				
05:15		40	381			87	226				
05:30		52	369			134	244				
05:45		76	403	222	1575	144	297	469	994	691	2569
06:00		70	362			147	293				
06:15		80	433			212	252				
06:30		108	392			227	218				
06:45		117	372	375	1559	270	199	856	962	1231	2521
07:00		115	375			290	217				
07:15		153	313			351	210				
07:30		192	251			331	222				
07:45		237	219	697	1158	333	190	1305	839	2002	1997
08:00		249	235			323	168				
08:15		302	211			385	193				
08:30		260	174			343	163				
08:45		230	124	1041	744	259	194	1310	718	2351	1462
09:00		208	103			239	168				
09:15		186	121			220	129				
09:30		190	125			218	123				
09:45		205	88	789	437	254	121	931	541	1720	978
10:00		192	95			235	121				
10:15		233	70			263	111				
10:30		213	75			227	81				
10:45		208	57	846	297	248	79	973	392	1819	689
11:00		210	52			233	79				
11:15		208	55			220	67				
11:30		186	28			261	47				
11:45		214	39	818	174	250	43	964	236	1782	410
Total		5268	12080			7383	9522			12651	21602
Percent		30.4%	69.6%			43.7%	56.3%			36.9%	63.1%
Grand Total		5268	12080			7383	9522			12651	21602
Percent		30.4%	69.6%			43.7%	56.3%			36.9%	63.1%
ADT		ADT 34,253	AADT 34,253								



Appendix "B"
Collision Summary

Appendix B Collision History - 10 Intersections - Whittier Boulevard - 2026

5/19/2026

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	3rd Street	3/5/2026	Thursday	Side Swipe	0	East	0	Proceeding Straight/Parked

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	Spruce Street	2/5/2026	Thursday	Broadside	1	W/N	0	Proceeding Straight/Proceeding Straight
2	Spruce Street	3/19/2026	Thursday	Side Swipe	0	West	157' E	Stopped/Backing

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	Greenwood Avenue	1/29/2026	Thursday	Broadside	1	W/N	0	Proceeding Straight/Making Left Turn
2	Greenwood Avenue	4/30/2026	Thursday	Rear End	0	East	0	Stopped/Making Left Turn

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	Park Avenue	1/12/2026	Monday	Hit Animal	0	East	0	Other

Appendix B Collision History - 10 Intersections - Whittier Boulevard - 2025

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	3rd Street	12/9/2025	Tuesday	Rear End	0	South	0	Parked

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	7th Street	11/17/2025	Monday	Hit Object	0	West	0	Making Right Turn

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	Greenwood Avenue	1/27/2025	Monday	Broadside	2	E/N	0	Proceeding Straight/Making Right Turn
2	Greenwood Avenue	2/13/2025	Thursday	Broadside	1	W/N	0	Proceeding Straight/Proceeding Straight
3	Greenwood Avenue	7/1/2025	Tuesday	Broadside	0	W/N	0	Proceeding Straight/Proceeding Straight
4	Greenwood Avenue	9/4/2025	Thursday	Veh/Ped	0	E/S	0	Proceeding Straight/Making Left Turn
5	Greenwood Avenue	11/18/2025	Tuesday	Broadside	2	W/N	0	Proceeding Straight/Proceeding Straight

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	18th Street	3/21/2025	Friday	Broadside	2	W/N	0	Proceeding Straight/Entering Traffic
2	18th Street	9/15/2025	Monday	Side Swipe	1	W/E	100' W	Proceeding Straight/Merging
3	18th Street	12/8/2025	Monday	Side Swipe	0	E/E	0	Proceeding Straight/Stopped

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	19th Street	12/12/2025	Friday	Side Swipe	0	E/E	130' E	Proceeding Straight/Changing Lane

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	22nd Street	4/18/2025	Friday	Rear End	0	N/N	0	Proceeding Straight/Backing
2	22nd Street	5/16/2025	Friday	Hit Object	1	East	0	Making U-Turn

Appendix B Collision History - 10 Intersections - Whittier Boulevard - 2024

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	3rd Street	9/22/2024	Sunday	Veh/Ped	1	W/N	0	Proceeding Straight/Proceeding Straight
2	3rd Street	10/10/2024	Thursday	Side Swipe	0	East	0	Making Right Turn/Parked

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	Greenwood Avenue	4/24/2024	Wednesday	Hean On	2	E/N	0	Proceeding Straight/Making Right Turn
2	Greenwood Avenue	6/15/2024	Saturday	Veh/Ped	1	S/E	0	Proceeding Straight/Stopped
3	Greenwood Avenue	12/17/2024	Tuesday	Sideswipe	1	West	0	Making Right Turn/Proceeding Straight

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	12th Street	8/24/2024	Saturday	Broadside	0	E/E	0	Proceeding Straight/Entering Traffic

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	18th Street	2/21/2024	Wednesday	Sideswipe	0	East	0	Proceeding Straight/Proceeding Straight
2	18th Street	3/24/2024	Sunday	Broadside	1	W/N	0	Making Left Turn/Proceeding Straight
3	18th Street	11/4/2024	Monday	Broadside	1	W/N	0	Proceeding Straight/Proceeding Straight

Appendix B Collision History - 10 Intersections - Whittier Boulevard - 2023

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	3rd Street	10/1/2023	Sunday	Side Swipe	0	East	0	Proceeding Straight/Making Left Turn
2	3rd Street	11/28/2023	Tuesday	Side Swipe	0	East	0	Proceeding Straight/Parked

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	Spruce Street	4/9/2023	Sunday	Hit Object	1	East	0	Proceeding Straight/Entering Traffic
2	Spruce Street	9/17/2023	Sunday	Veh/Bike	1	Hit&Run	0	Making Right Turn/Proceeding Straight
3	Spruce Street	12/21/2023	Thursday	Rear End	1	E/E	100' E	Proceeding Straight/Proceeding Straight

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	Greenwood Avenue	7/15/2023	Saturday	Broadside	0	E/N	0	Proceeding Straight/Making Right Turn
2	Greenwood Avenue	8/5/2023	Saturday	Broadside	2	W/N	0	Proceeding Straight/Proceeding Straight
3	Greenwood Avenue	12/27/2023	Wednesday	Veh/Ped	1	W/S	0	Proceeding Straight/Proceeding Straight

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	18th Street	1/26/2023	Thursday	Hit Object	1	South	0	Making Right Turn
2	18th Street	9/30/2023	Saturday	Rear End	2	West	120' W	Proceeding Straight/Changing Lanes

Appendix B Collision History - 10 Intersections - Whittier Boulevard - 2022

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	3rd Street	12/29/2022	Thursday	Rear End	0	West	0	Proceeding Straight/Stopped

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	18th Street	8/4/2022	Thursday	Broadside	0	W/E	0	Proceeding Straight/Making Left Turn

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	19th Street	9/8/2022	Thursday	Rear End	0	East	0	Stopped/Proceeding Straight

No.	Street Crossing Whittier Blvd.	Crash Date	Day	Crash Type	No. of Injured	Direction	Distance	Movement
1	20th Street	11/5/2022	Saturday	Hit Object	0	East	0	Making Left Turn



Appendix "C"
Warrant Analysis

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and 3rd St

Major St: Whittier Blvd
 Minor St: 3rd St.

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO

80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	1PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1427	1451	1578	1829	1670	1719	1658	1661	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	22	16	20	18	24	26	18	20	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO

80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	1PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1427	1451	1578	1829	1670	1719	1658	1661	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	22	16	20	18	24	26	18	20	
Minor Street	(60)	(42)	(80)	(56)	X	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

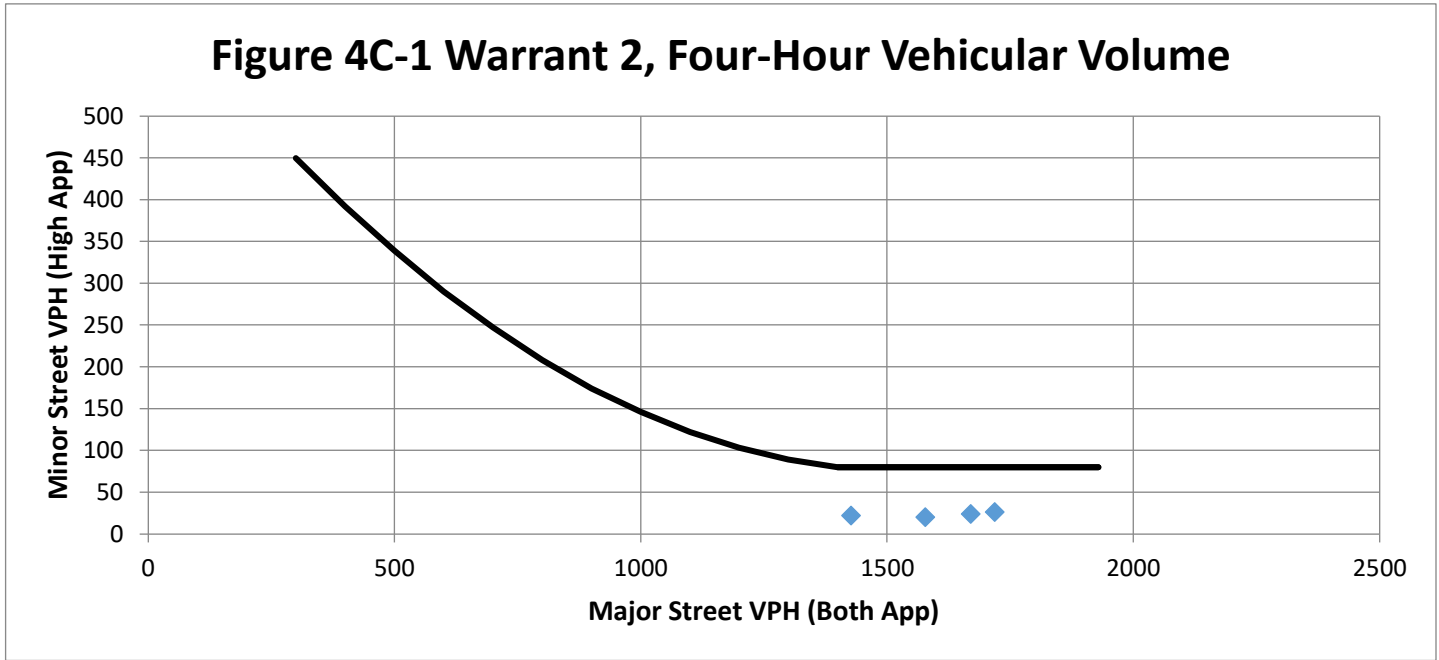
SATISFIED

YES NO

Approach Lanes			One	2 or More	7AM	1PM	3PM	4PM	Hour
Both Approaches	-	Major Street		X	1427	1578	1670	1719	
Highest Approaches	-	Minor Street	X		22	20	24	26	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

SATISFIED

YES NO

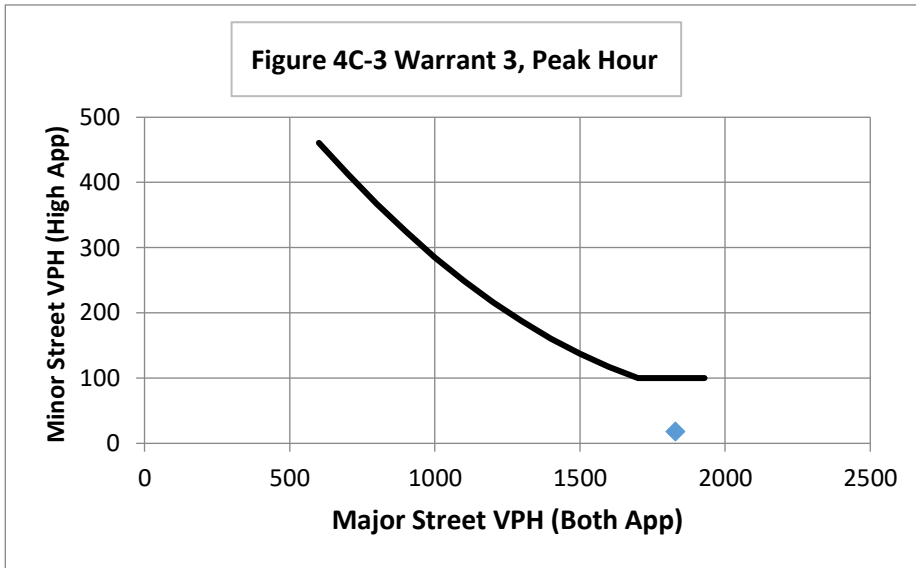
CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes		One	2 or More	2PM
Both Approaches	- Major Street		X	1829
Highest Approach	- Minor Street	X		18

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS) YES NO N/A

OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS) YES NO



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1427	1451	1719	1658
Peds per hour for any 4 hours	6	7	1	5

Figure 4C-5 or Figured 4C-6
SATISFIED YES NO

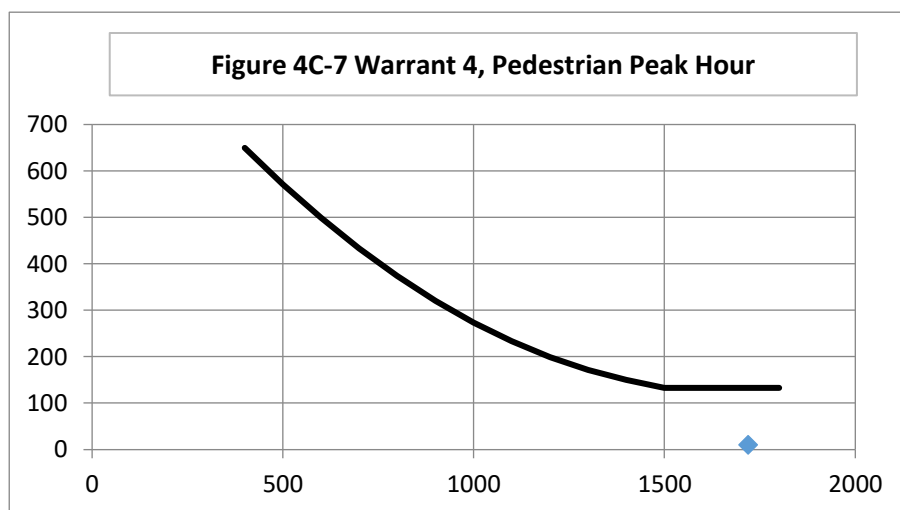
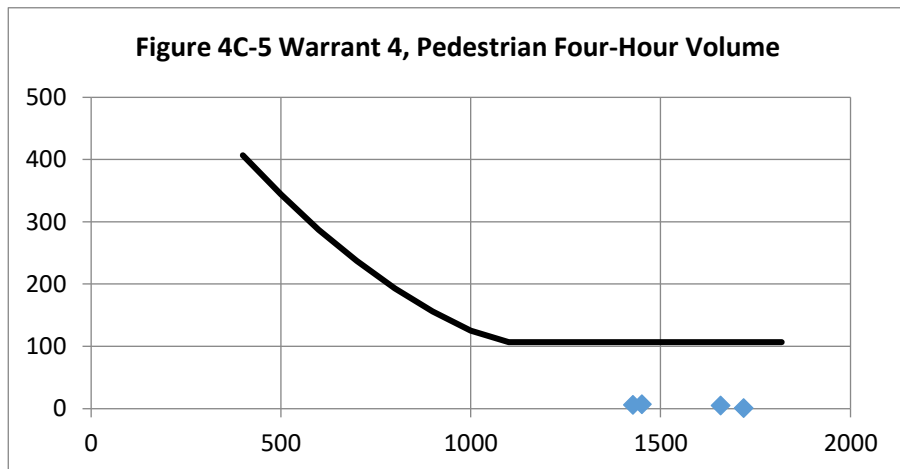
B. Hours ---->	8AM
Vehicles per hour for any 1 hour	1719
Pedestrians per hour for any 1 hour	1

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes AND Children > 20/hr
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>330'</u> W _____	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	2	
REQUIREMENTS	CONDITIONS	<input checked="" type="checkbox"/>
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	<input checked="" type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES		FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and 7th Street

Major St: Whittier Blvd
 Minor St: 7th St.

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	12PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1216	1283	1521	1677	1567	1594	1536	1493	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	1	4	1	4	3	0	3	0	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	12PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1216	1283	1521	1677	1567	1594	1536	1493	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	1	4	1	4	3	0	3	0	
Minor Street	(60)	(42)	(80)	(56)	X	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

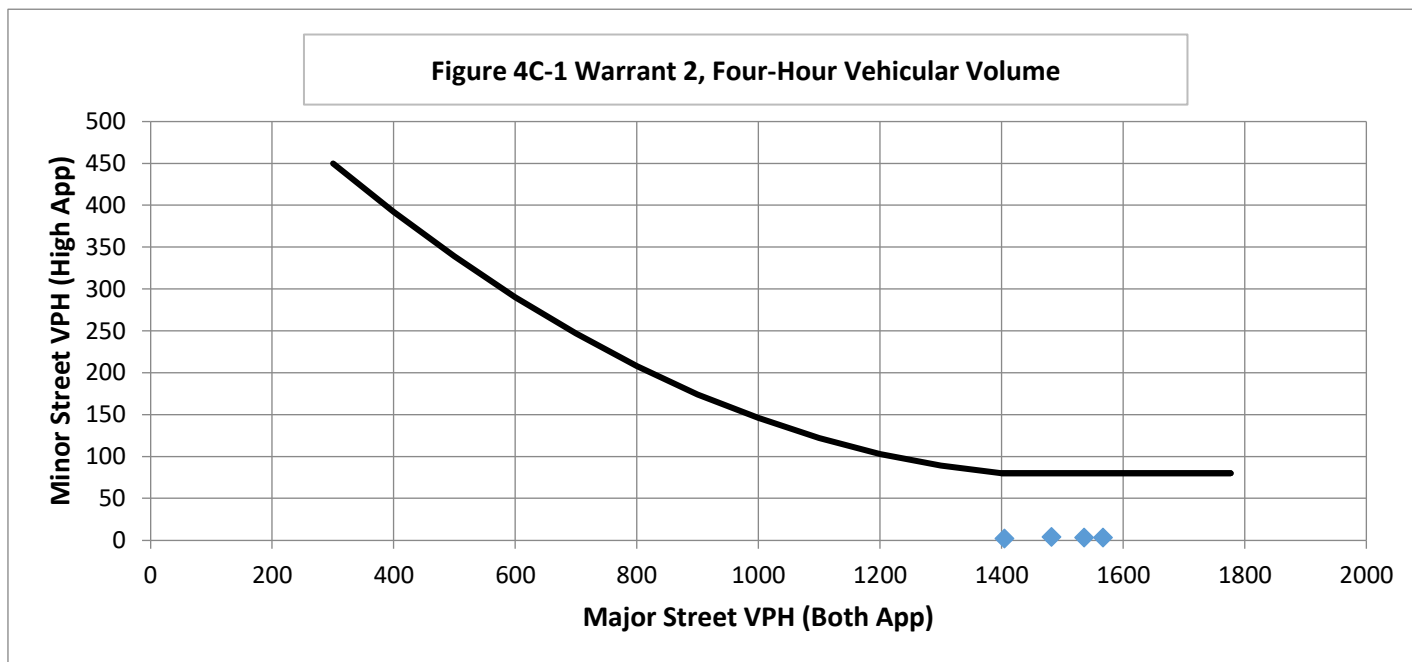
SATISFIED

YES NO

Approach Lanes			One	2 or More	11AM	1PM	3PM	5PM	Hour
Both Approaches	-	Major Street		X	1405	1482	1567	1536	
Highest Approaches	-	Minor Street	X		2	4	3	3	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

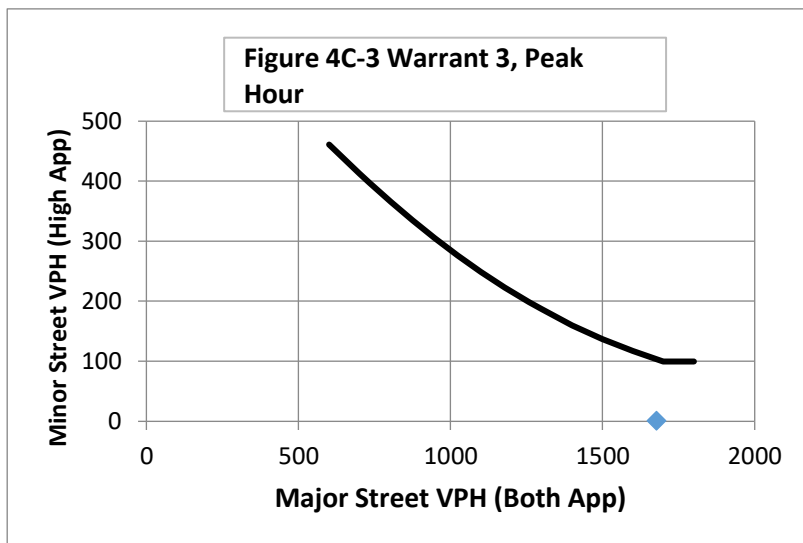
YES NO

CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	2PM
Both Approaches - Major Street		X	1677
Highest Approach - Minor Street	X		1

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1216	1283	1594	1536
Peds per hour for any 4 hours	3	5	7	3

Figure 4C-5 or Figured 4C-6
SATISFIED YES NO

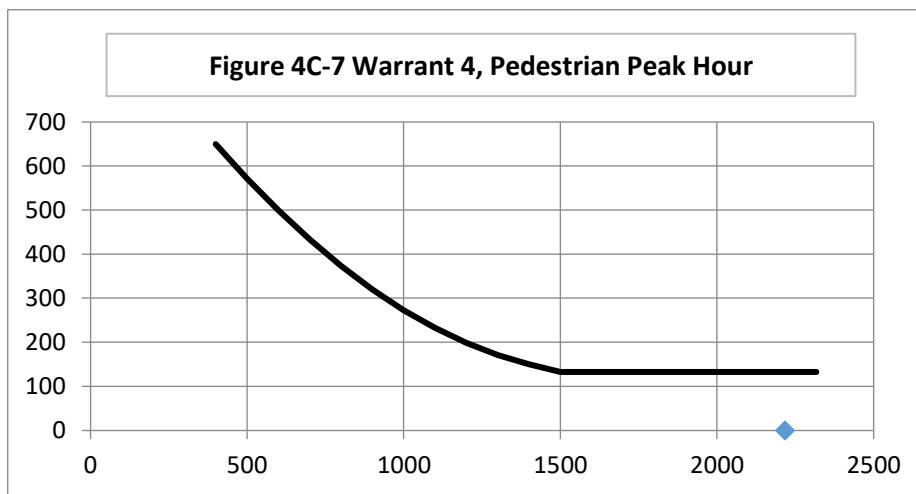
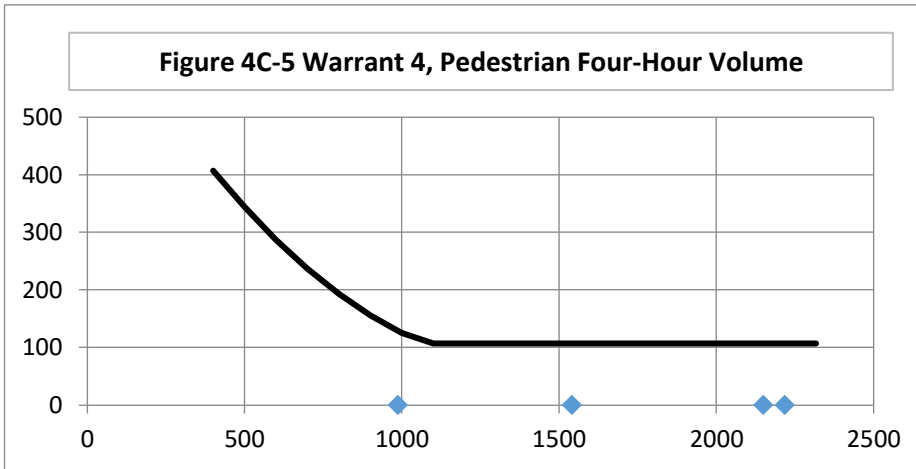
B. Hours ---->	8AM
Vehicles per hour for any 1 hour	1594
Pedestrians per hour for any 1 hour	7

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No



CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E _____ W <u>360'</u>	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	1	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	
		Yes <input type="checkbox"/> No <input type="checkbox"/>

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and Spruce St

Major St: Whittier Blvd
 Minor St: Spruce St

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				11AM	12AM	1PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1559	1697	1768	1896	1922	1800	1860	1768	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	38	36	31	54	24	32	28	21	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				11AM	12AM	1PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1559	1697	1768	1896	1922	1800	1860	1768	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	38	36	31	54	24	32	28	21	
Minor Street	(60)	(42)	(80)	(56)	X	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

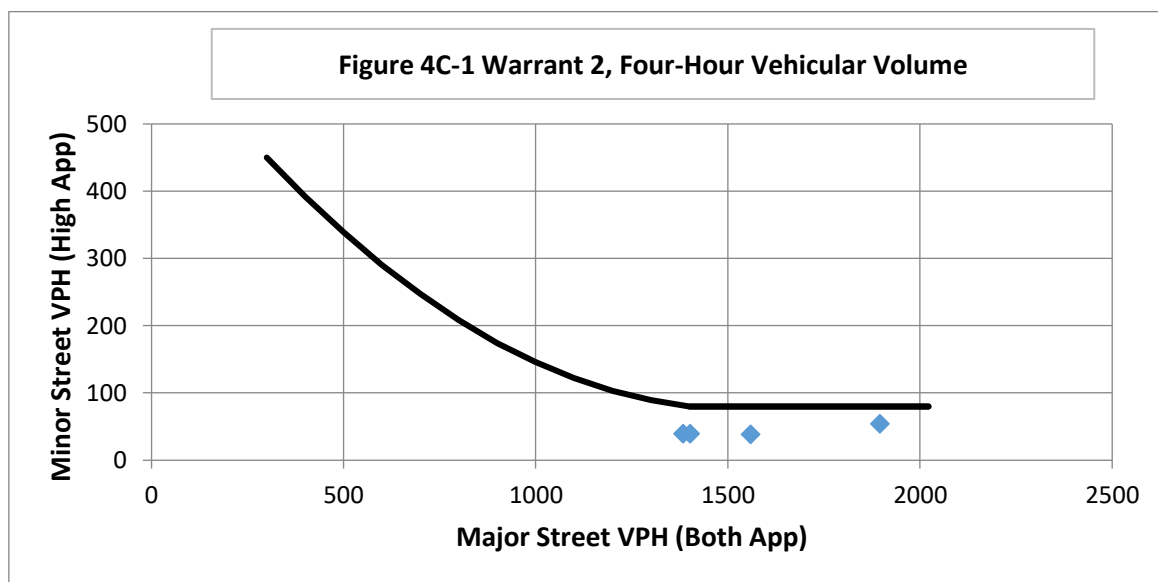
SATISFIED

YES NO

Approach Lanes			One	2 or More	7AM	8AM	11AM	2PM	Hour
Both Approaches	-	Major Street		X	1402	1384	1559	1896	
Highest Approaches	-	Minor Street	X		39	39	38	54	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

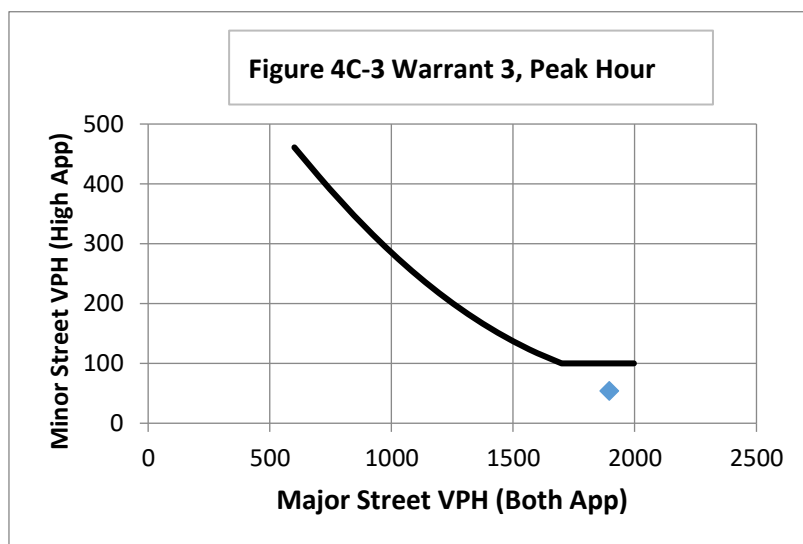
YES NO

CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	2PM
Both Approaches - Major Street		X	1896
Highest Approach - Minor Street	X		54

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1402	1384	1800	1860
Peds per hour for any 4 hours	7	2	2	0

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

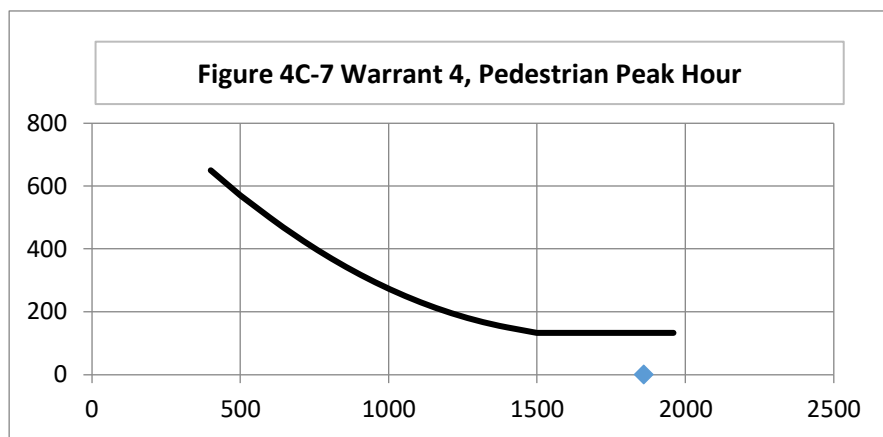
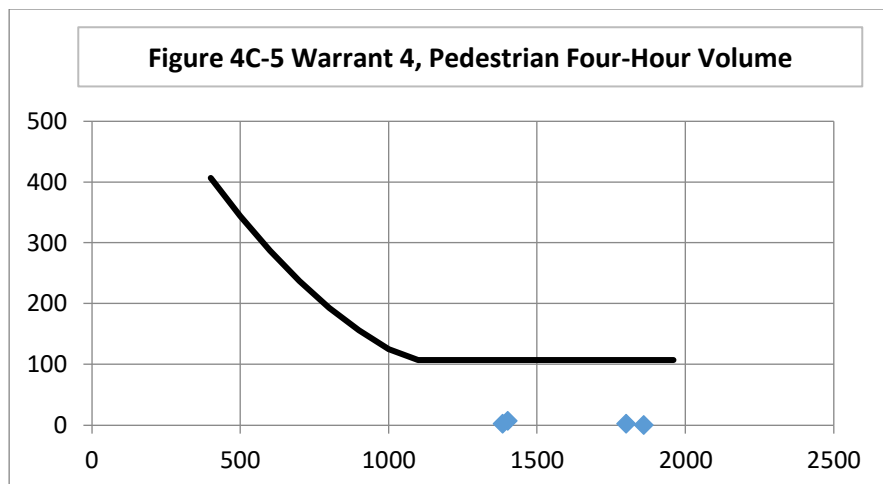
B. Hours ---->	7AM
Vehicles per hour for any 1 hour	1860
Pedestrians per hour for any 1 hour	0

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES NO N/A

Part A

SATISFIED YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>390</u> W <u>270</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	1	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and Greenwood Ave

Major St: Whittier Blvd
 Minor St: Greenwood Avenue

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	11AM	12PM	1PM	2PM	3PM	5PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1643	1400	1392	1431	1410	1530	1506	1415	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	232	205	234	253	279	238	264	271	
Minor Street	(120)	(84)	(160)	(112)	✓	✓	✓	✓	✓	✓	✓	✓	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7AM	8AM	11AM	12PM	1PM	2PM	3PM	5PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1643	1400	1392	1431	1410	1530	1506	1415	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	232	205	234	253	279	238	264	271	
Minor Street	(60)	(42)	(80)	(56)	✓	✓	✓	✓	✓	✓	✓	✓	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

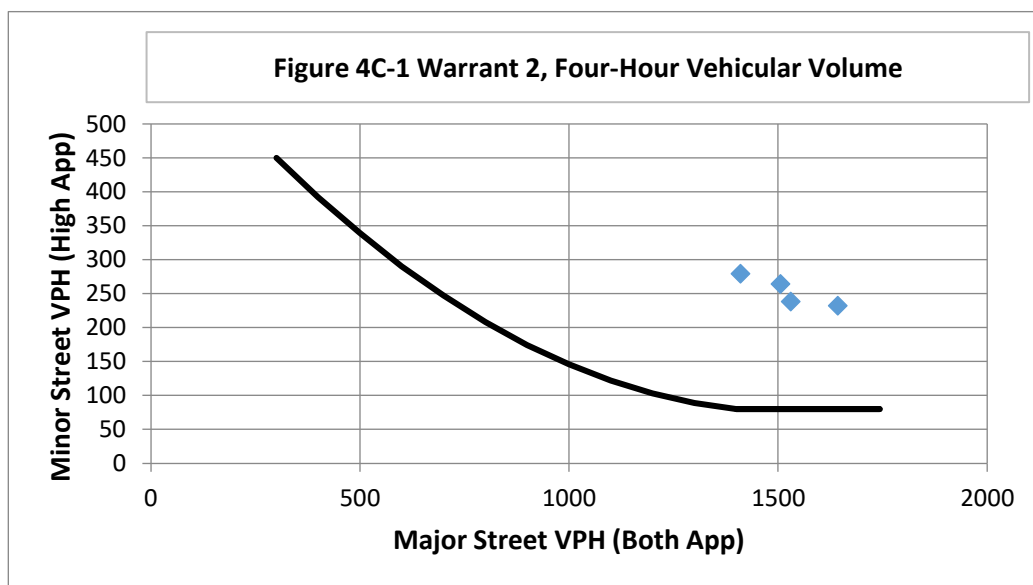
SATISFIED

YES NO

Approach Lanes			One	2 or More	7AM	1PM	2PM	3PM	Hour
Both Approaches	-	Major Street		X	1643	1410	1530	1506	
Highest Approaches	-	Minor Street	X		232	279	238	264	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

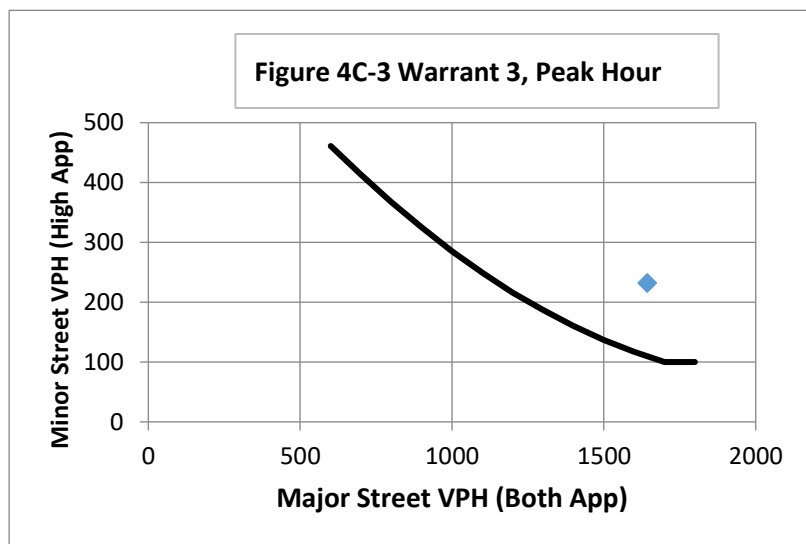
YES NO

CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	7AM
Both Approaches - Major Street		X	1643
Highest Approach - Minor Street	X		232

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS)	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1643	1400	1268	1415
Peds per hour for any 4 hours	3	6	7	8

Figure 4C-5 or Figured 4C-6
SATISFIED YES NO

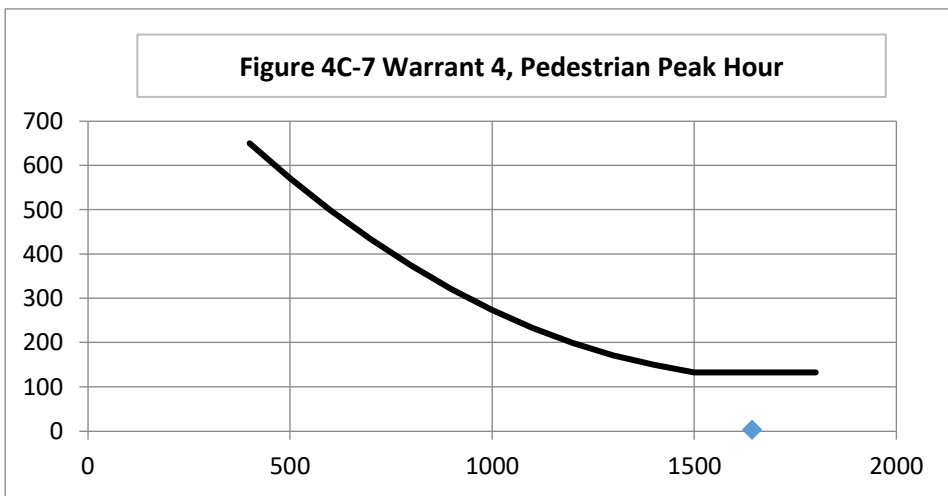
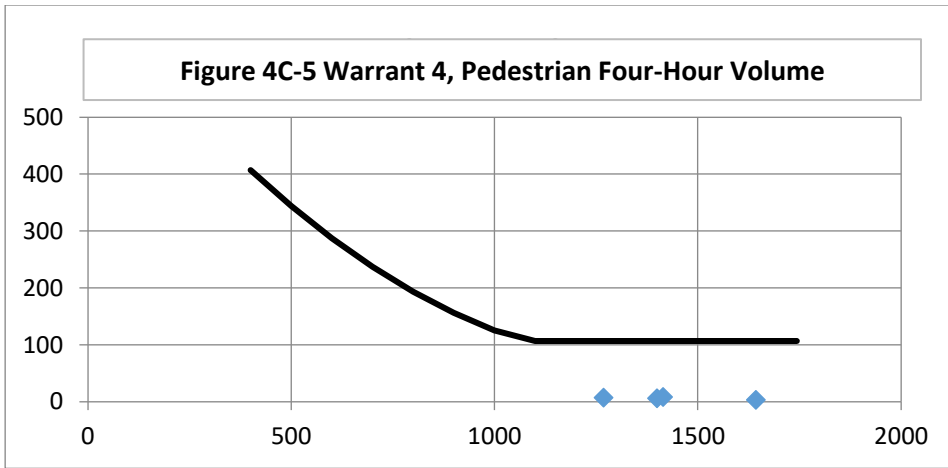
B. Hours ---->	7AM
Vehicles per hour for any 1 hour	1643
Pedestrians per hour for any 1 hour	3

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes AND Children > 20/hr
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>260</u> W <u>590</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
5 OR MORE	7	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and 12th Street

Major St: Whittier Blvd
 Minor St: 12th St.

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	11PM	12PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1541	1393	1633	1946	2084	2149	2217	1921	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	46	23	22	15	34	23	17	20	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	11PM	12PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1541	1393	1633	1946	2084	2149	2217	1921	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	46	23	22	15	34	23	17	20	
Minor Street	(60)	(42)	(80)	(56)	X	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

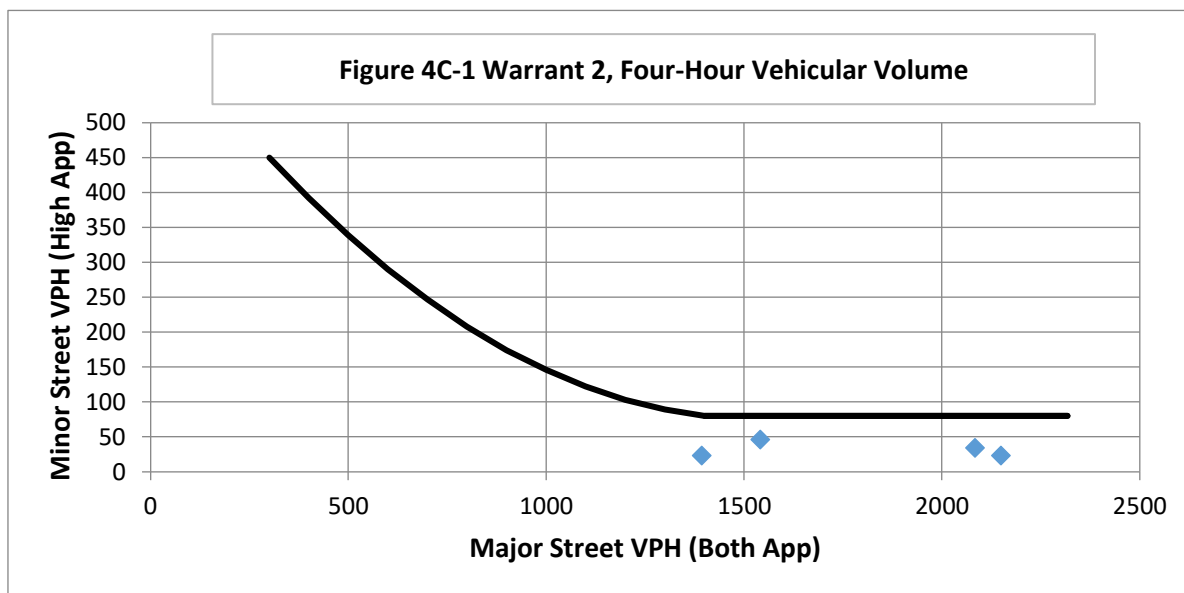
SATISFIED

YES NO

Approach Lanes			One	2 or More	8AM	3PM	4PM	5PM	Hour
Both Approaches	-	Major Street		X	1541	2084	2149	2217	
Highest Approaches	-	Minor Street	X		46	34	23	17	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

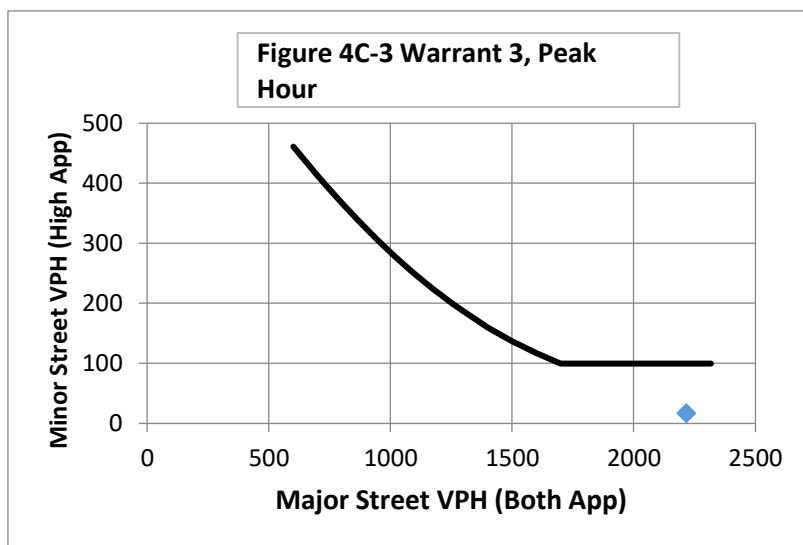
YES NO

CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	5PM
Both Approaches - Major Street		X	2217
Highest Approach - Minor Street	X		17

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	988	1541	2149	2217
Peds per hour for any 4 hours	0	0	0	0

Figure 4C-5 or Figured 4C-6
SATISFIED YES NO

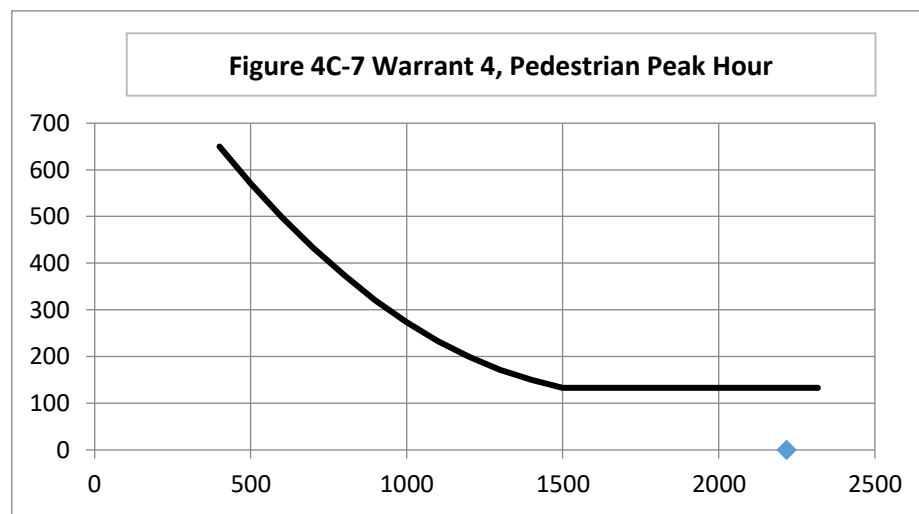
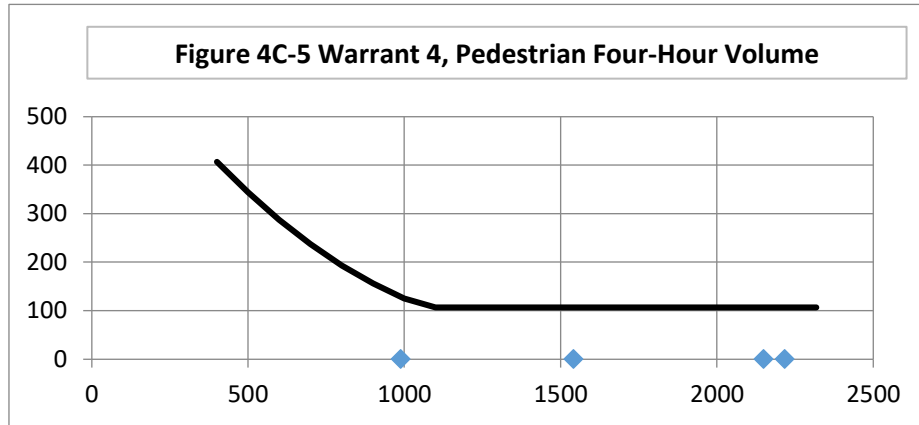
B. Hours ---->	8AM
Vehicles per hour for any 1 hour	2217
Pedestrians per hour for any 1 hour	0

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No



CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>0</u> W <u>270</u>	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	0	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and Park Ave

Major St: Whittier Blvd
 Minor St: Park Avenue

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8AM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1731	1590	1525	1718	1939	1842	1854	1730	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	42	43	40	27	26	51	33	21	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8AM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1731	1590	1525	1718	1939	1842	1854	1730	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	42	43	40	27	26	51	33	21	
Minor Street	(60)	(42)	(80)	(56)	X	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

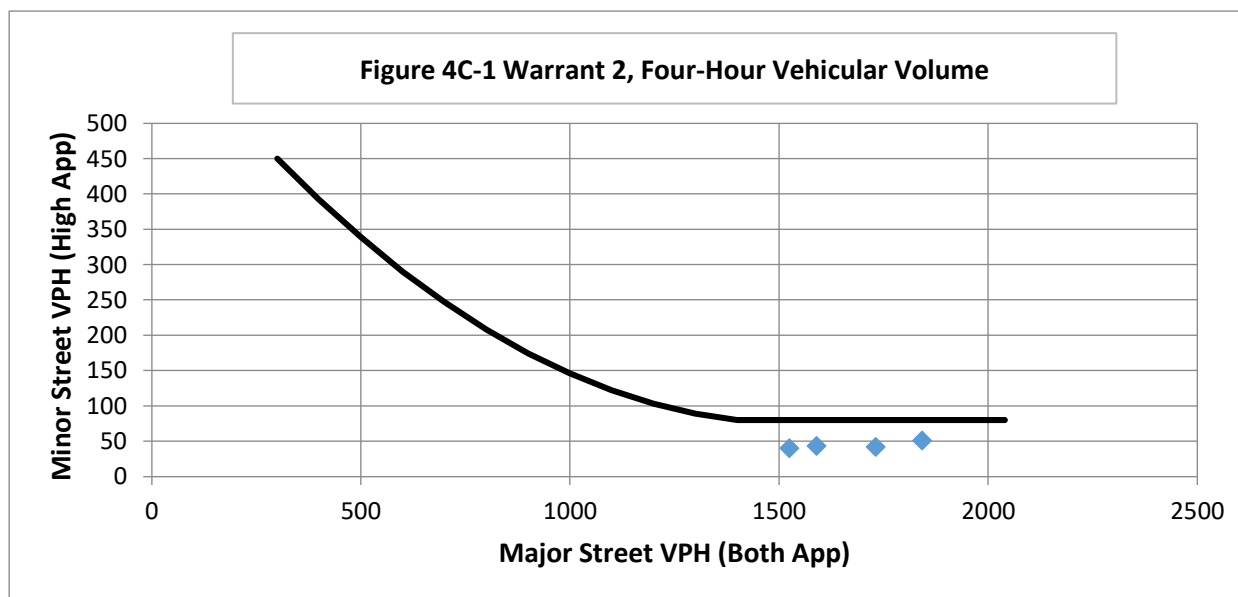
SATISFIED

YES NO

Approach Lanes			One	2 or More	8AM	1PM	2PM	3PM	Hour
Both Approaches	-	Major Street		X	1731	1590	1525	1842	
Highest Approaches	-	Minor Street	X		42	43	40	51	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

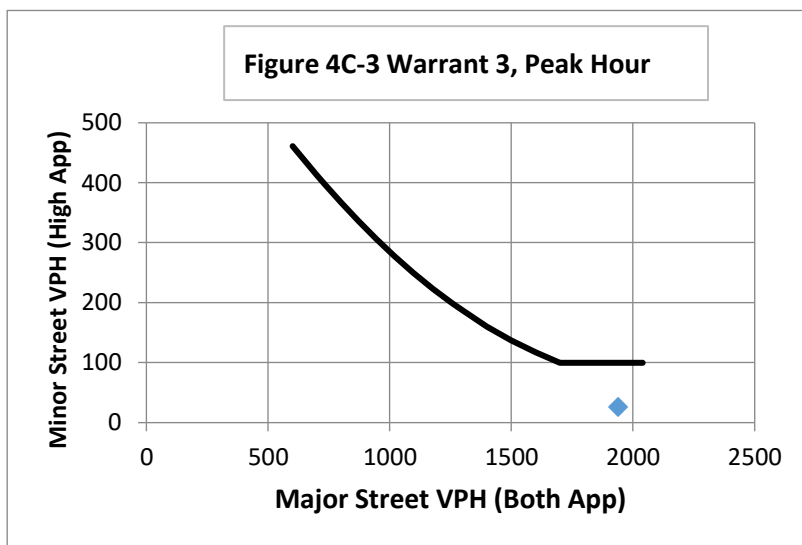
YES NO

CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	7AM
Both Approaches - Major Street		X	1939
Highest Approach - Minor Street	X		26

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1513	1731	1939	1842
Peds per hour for any 4 hours	1	2	2	3

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

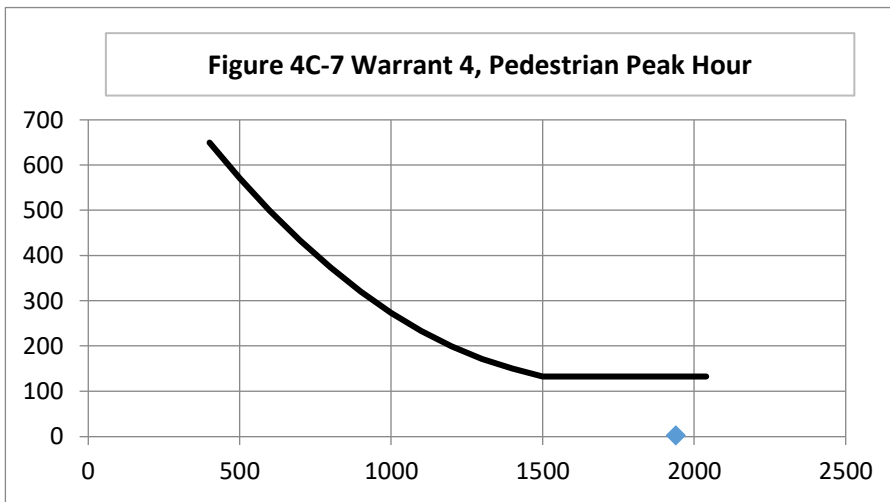
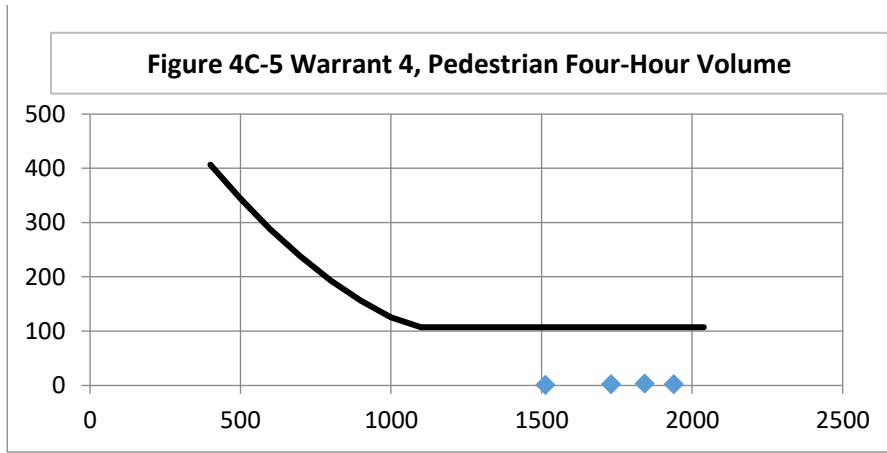
B. Hours ---->	7AM
Vehicles per hour for any 1 hour	1939
Pedestrians per hour for any 1 hour	2

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	AND Children > 20/hr

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>433</u> W <u>280</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	0	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and 18th Street

Major St: Whittier Blvd
 Minor St: 18th St.

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO

80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	10AM	11AM	2PM	3PM	5PM	7PM	8PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1861	1478	1511	1836	2117	2121	1551	1121	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	143	80	82	98	130	101	83	80	
Minor Street	(120)	(84)	(160)	(112)	✓	X	X	X	✓	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO

80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	10AM	11AM	2PM	3PM	5PM	7PM	8PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1861	1478	1511	1836	2117	2121	1551	1121	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	143	80	82	98	130	101	83	80	
Minor Street	(60)	(42)	(80)	(56)	✓	✓	✓	✓	✓	✓	✓	✓	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

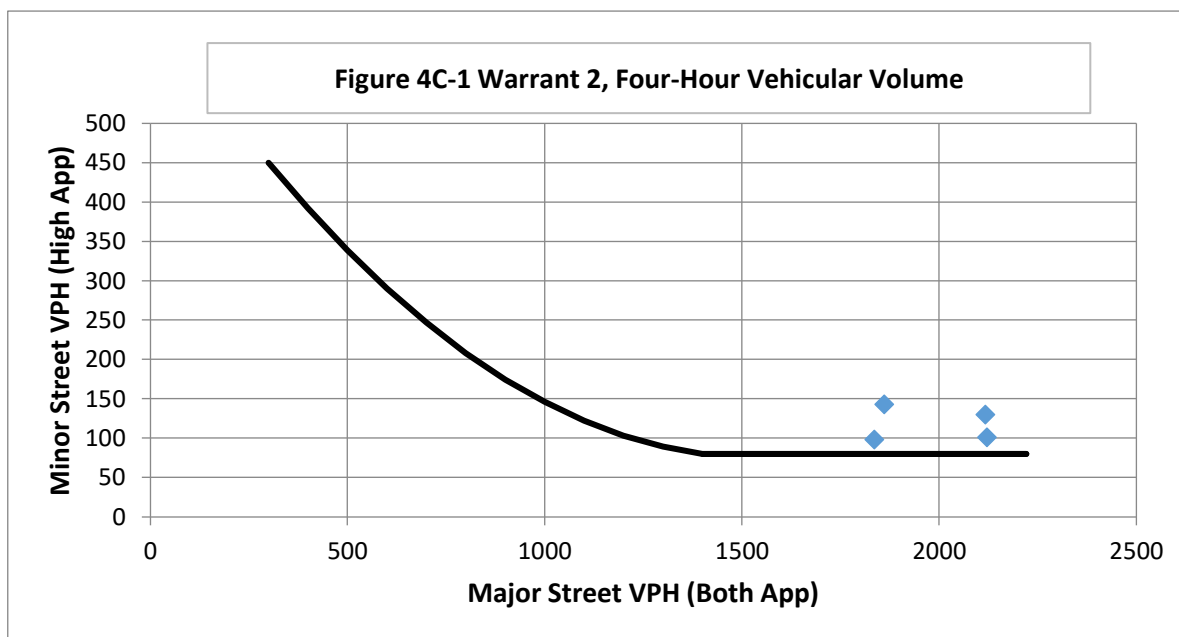
SATISFIED

YES NO

Approach Lanes			One	2 or More	8AM	2PM	3PM	5PM	Hour
Both Approaches	-	Major Street		X	1861	1836	2117	2121	
Highest Approaches	-	Minor Street	X		143	98	130	101	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

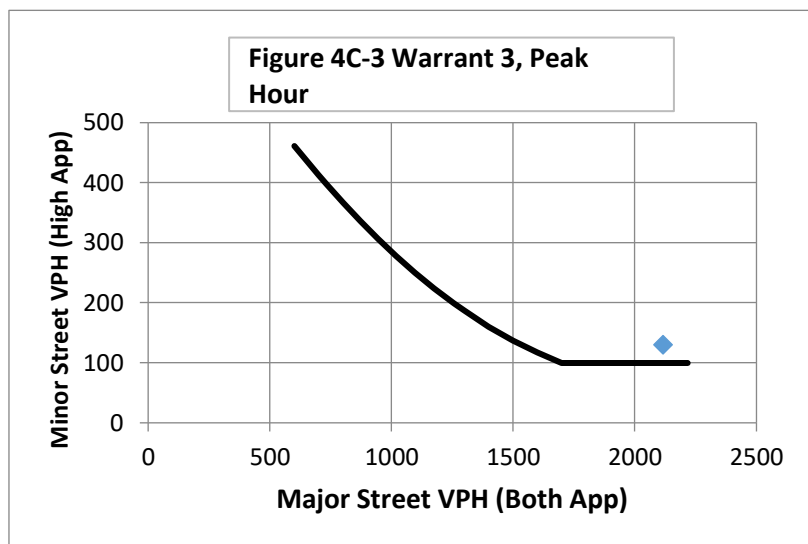
YES NO

CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	3PM
Both Approaches - Major Street		X	2117
Highest Approach - Minor Street	X		130

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS)	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1544	1861	2106	2121
Peds per hour for any 4 hours	0	1	4	6

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

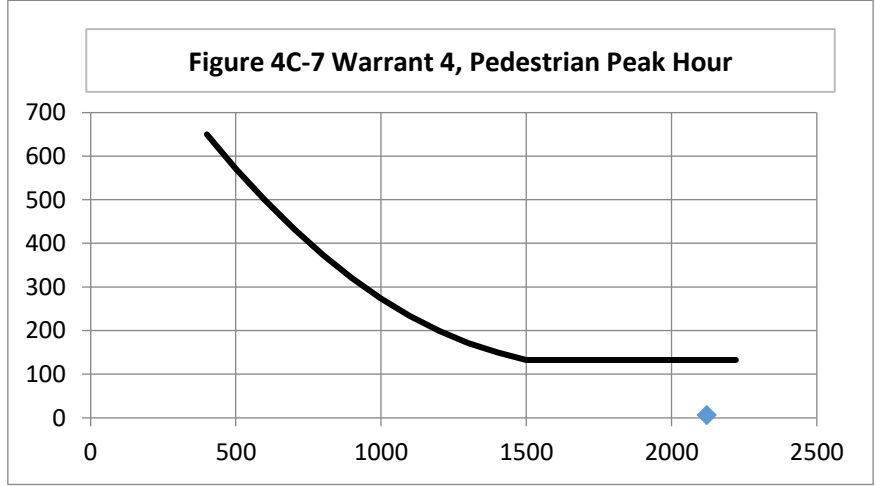
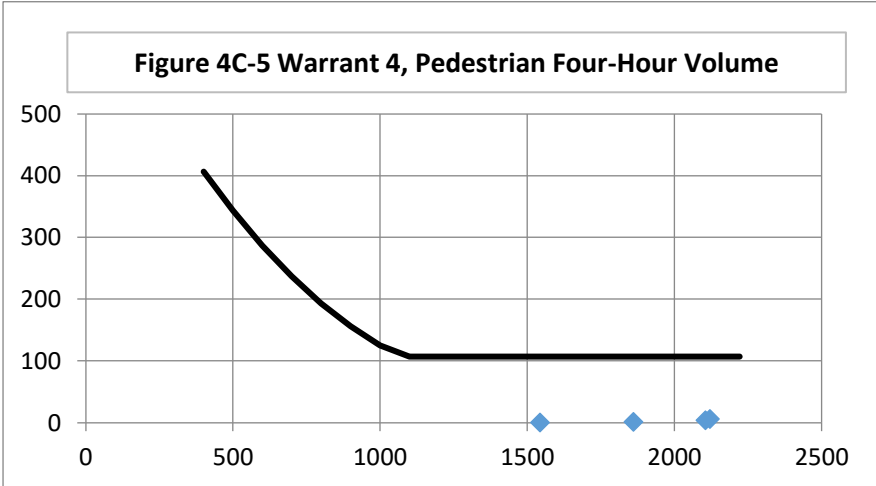
B. Hours ---->	5PM
Vehicles per hour for any 1 hour	2121
Pedestrians per hour for any 1 hour	6

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES NO N/A

Part A **SATISFIED** YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B **SATISFIED** YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>250</u> W <u>250</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	2	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	
		Yes <input type="checkbox"/> No <input type="checkbox"/>

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and 19th Street

Major St: Whittier Blvd
 Minor St: 19th St.

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	12PM	13PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1801	1683	1694	1911	2229	2113	2135	1982	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	24	13	18	28	27	18	27	19	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	12PM	13PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1801	1683	1694	1911	2229	2113	2135	1982	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	24	13	18	28	27	18	27	19	
Minor Street	(60)	(42)	(80)	(56)	X	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

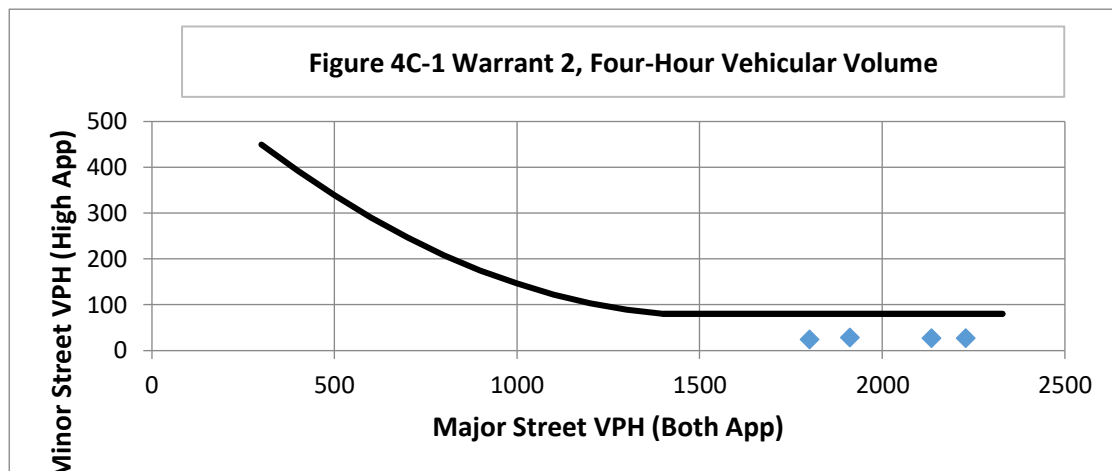
WARRANT 2 - Four Hour Vehicular Volume

SATISFIED

YES NO

Approach Lanes			One	2 or More	8AM	2PM	3PM	5PM	Hour
Both Approaches	-	Major Street		X	1801	1911	2229	2135	
Highest Approaches	-	Minor Street	X		24	28	27	27	

All plotted points fall above the curve in Figure 4C-1	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
OR, All plotted points fall above the curve in Figure 4C-2	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	

SATISFIED

YES NO

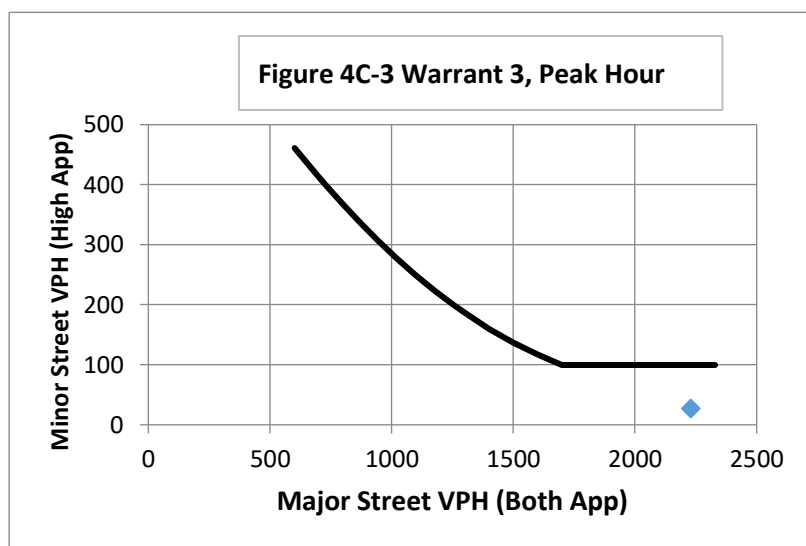
CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	3PM
Both Approaches - Major Street		X	2229
Highest Approach - Minor Street	X		27

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS) YES NO N/A

OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS) YES NO



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1482	1801	2113	2135
Peds per hour for any 4 hours	0	6	6	2

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

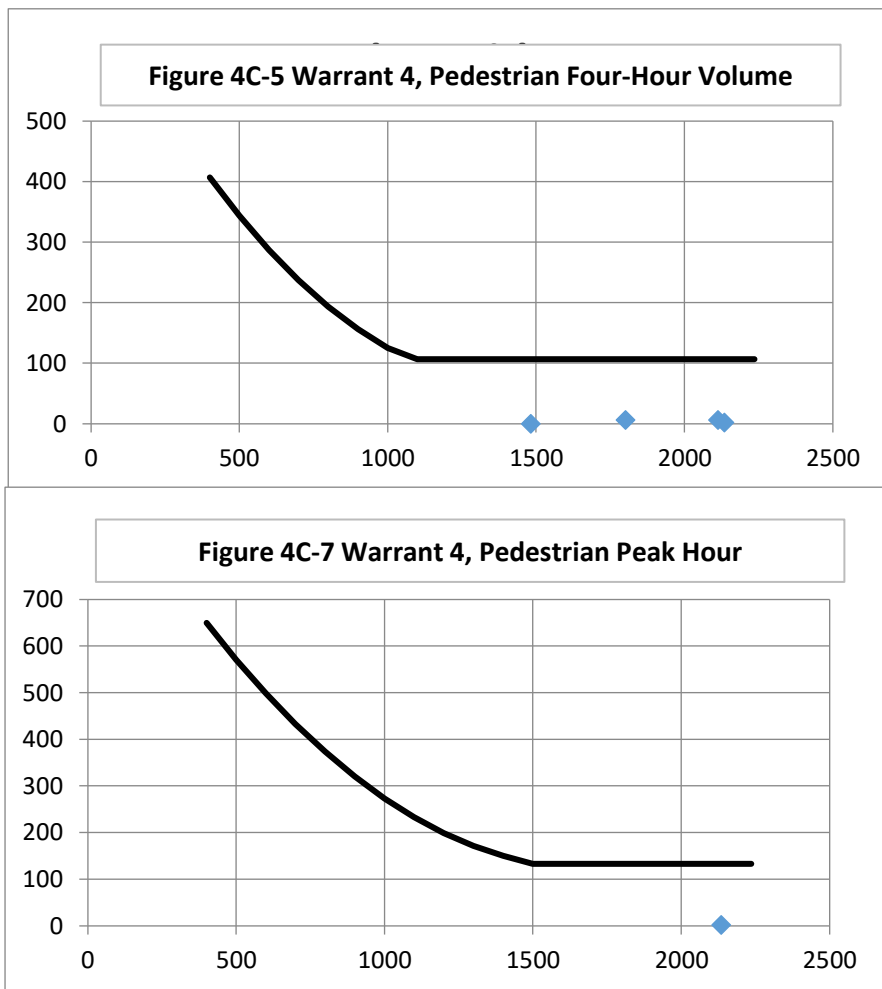
B. Hours ---->	8AM
Vehicles per hour for any 1 hour	2135
Pedestrians per hour for any 1 hour	2

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes AND Children > 20/hr
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>300</u> W _____	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	1	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and 20th Street

Major St: Whittier Blvd
 Minor St: 20th St.

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	12PM	13PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	1960	1664	1615	1881	2209	2184	2213	2012	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	91	27	13	37	57	18	25	17	
Minor Street	(120)	(84)	(160)	(112)	X	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	12PM	13PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	1960	1664	1615	1881	2209	2184	2213	2012	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	91	27	13	37	57	18	25	17	
Minor Street	(60)	(42)	(80)	(56)	✓	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

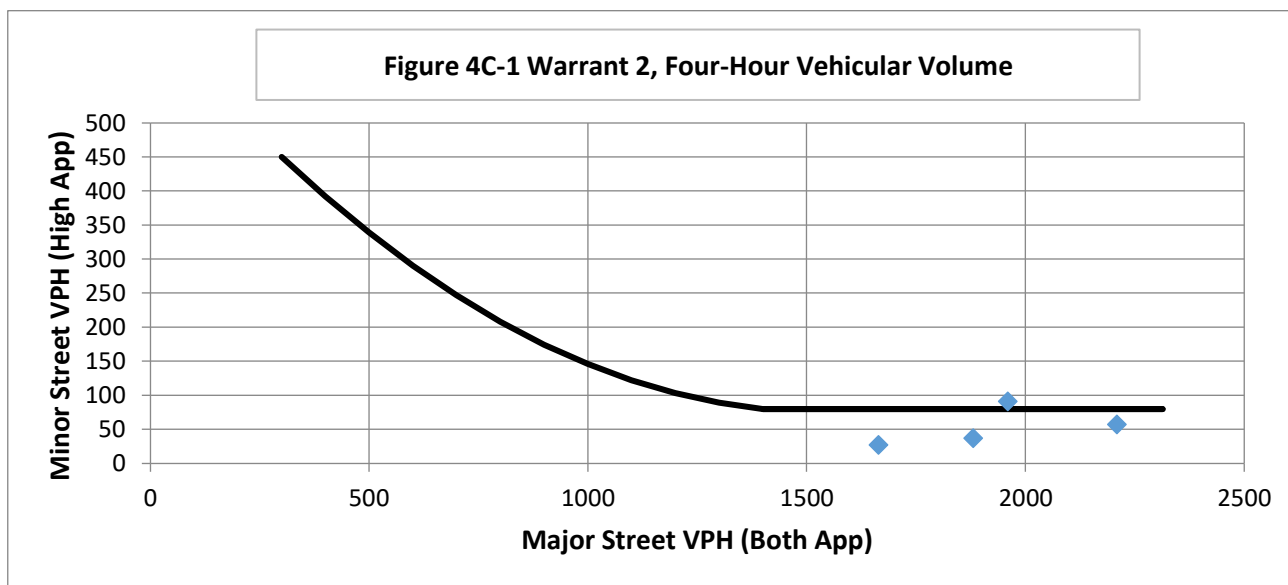
SATISFIED

YES NO

Approach Lanes			One	2 or More	8AM	12PM	2PM	3PM	Hour
Both Approaches	-	Major Street		X	1960	1664	1881	2209	
Highest Approaches	-	Minor Street	X		91	27	37	57	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

YES NO

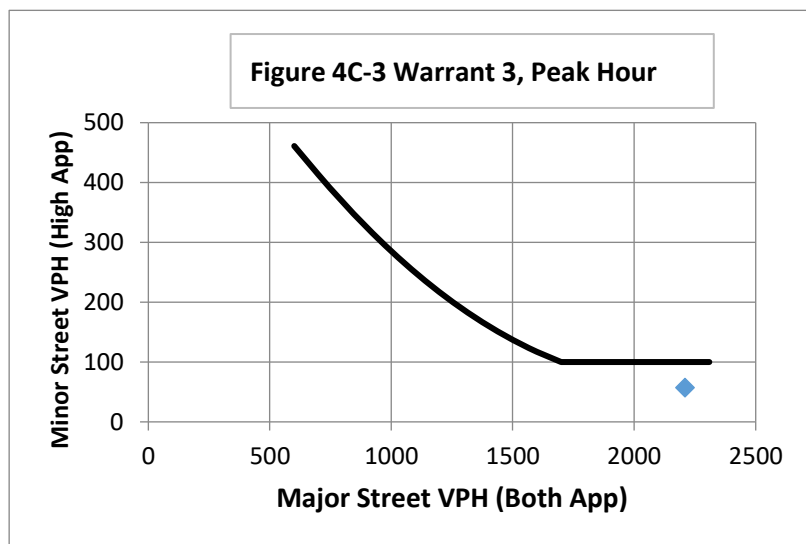
CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	3PM
Both Approaches - Major Street		X	2209
Highest Approach - Minor Street	X		27

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS) YES NO N/A

OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS) YES NO



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1586	1960	2184	2213
Peds per hour for any 4 hours	0	0	0	0

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

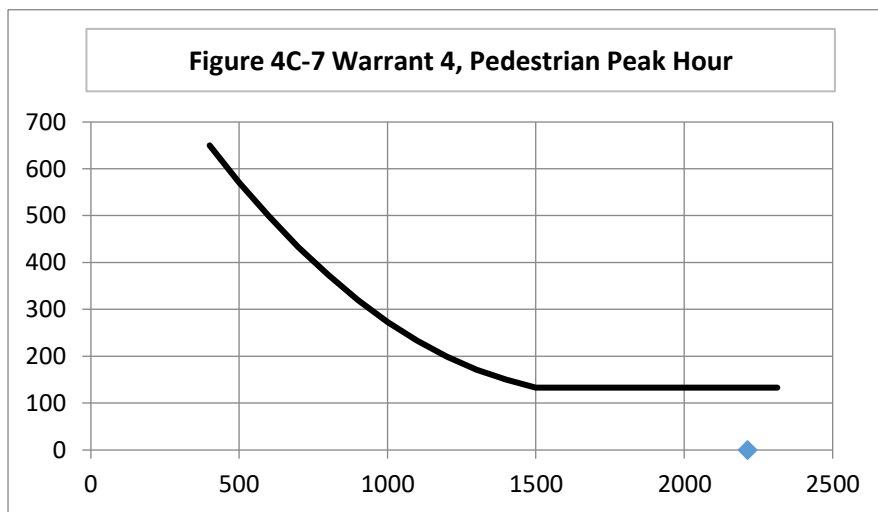
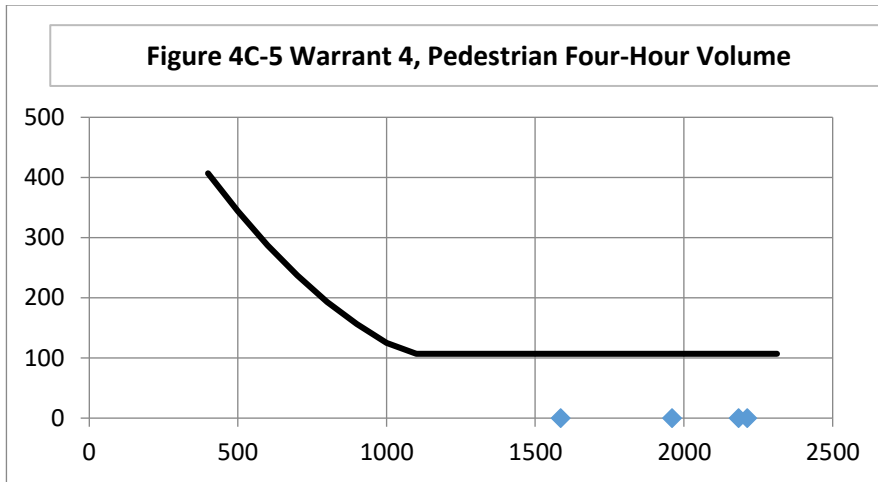
B. Hours ---->	5PM
Vehicles per hour for any 1 hour	2213
Pedestrians per hour for any 1 hour	0

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E _____ W <u>270</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	0	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	

CA MUTCD Traffic Signal Warrants



City of Montebello

Traffic Signal Warrant Tables- Whittier Blvd and 22nd Street

Major St: Whittier Blvd
 Minor St: 22nd St.

Critical Approach Speed 30 mph
 Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph
 * Posted speed limit is 40 mph
 In built up area of isolated community of < 10,000 pop.
 ✖ - Plotted Points of Vehicular and Pedestrian Volume

or } RURAL (R)
 } URBAN (U)

WARRANT 1A - Eight Hour Vehicular Volume

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	12PM	13PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	500	350	600	420	2152	1891	1833	2088	2426	2431	2459	2351	
Major Street	(400)	(280)	(480)	(336)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	150	105	200	140	9	21	21	24	45	22	25	25	
Minor Street	(120)	(84)	(160)	(112)	✓	X	X	X	X	X	X	X	

Due to the field observations this value for 7 AM is acceptable.

WARRANT 1B - Interruption of Continuous Traffic

100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8PM	12PM	13PM	2PM	3PM	4PM	5PM	6PM	Hour
	U	R	U	R									
	1		2 or more										
Both Approaches	750	525	900	630	2152	1891	1833	2088	2426	2431	2459	2351	
Major Street	(600)	(420)	(720)	(504)	✓	✓	✓	✓	✓	✓	✓	✓	
Highest Approaches	75	53	100	70	9	21	21	24	45	22	25	25	
Minor Street	(60)	(42)	(80)	(56)	X	X	X	X	X	X	X	X	

WARRANT 1C - Combination of Condition A & B

SATISFIED YES NO

REQUIREMENT	WARRANT	X	FULFILLED
TWO WARRANTS SATISFIED 80%	1. Minimum Vehicular Volume		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. Interruption of continuous traffic		
REQUIREMENT	WARRANT	X	FULFILLED
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS.			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CA MUTCD Traffic Signal Warrants

WARRANT 2 - Four Hour Vehicular Volume

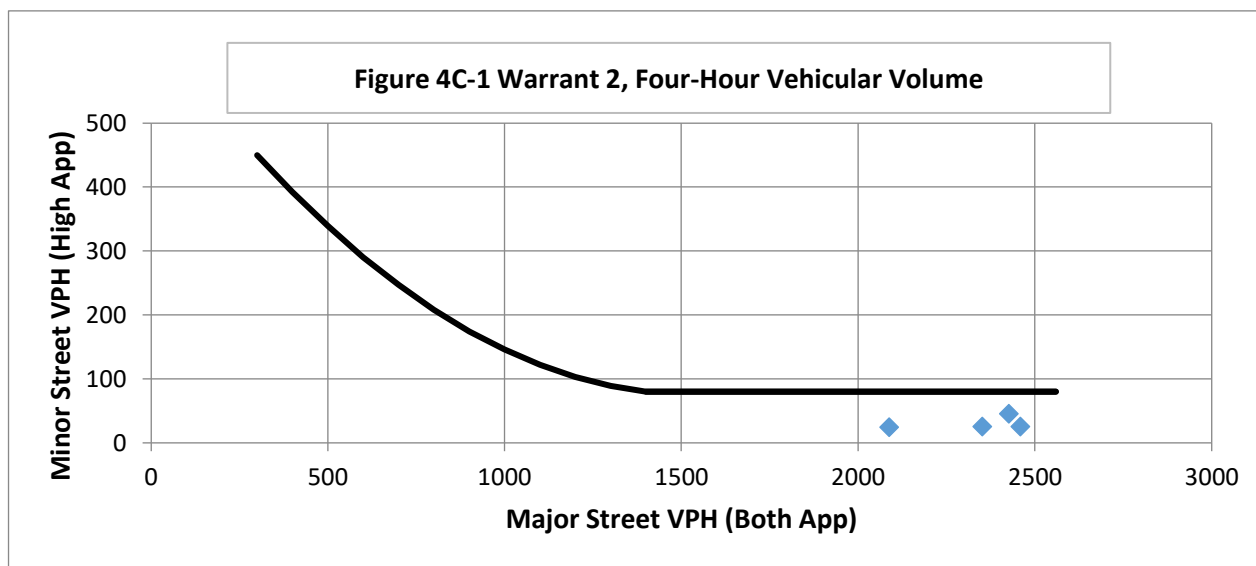
SATISFIED

YES NO

Approach Lanes			One	2 or More	2PM	3PM	5PM	6PM	Hour
Both Approaches	-	Major Street		X	2088	2426	2459	2351	
Highest Approaches	-	Minor Street	X		24	45	25	25	

All plotted points fall above the curve in Figure 4C-1 YES NO N/A

OR, All plotted points fall above the curve in Figure 4C-2 YES NO N/A



WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED

YES NO

Part A

(All parts 1, 2 and 3 below must be satisfied for the same one hour, for any four consecutive 15 -minute periods)

1	The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SATISFIED

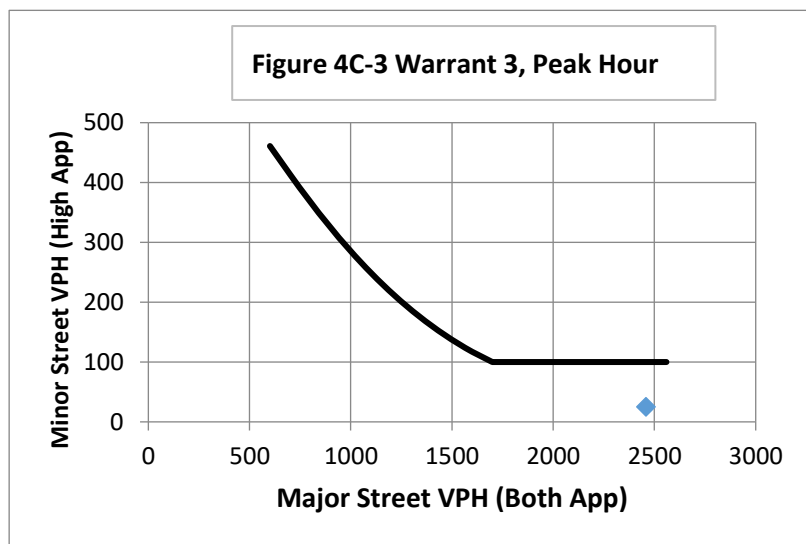
YES NO

CA MUTCD Traffic Signal Warrants

Part B

Approach Lanes	One	2 or More	5PM
Both Approaches - Major Street		X	2459
Highest Approach - Minor Street	X		25

The plotted point falls above the curve in Figure 4C-3 (URBAN AREAS)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
OR The plotted point falls above the curve in Figure 4C-4 (RURAL AREAS)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	



WARRANT 4 - Pedestrian Volume (All Parts Must Be Satisfied)

SATISFIED YES NO N/A

Part 1 (Parts A or B must be satisfied)

A. Hours ---->	7AM	8AM	4PM	5PM
Vehicles per hour for any 4 hours	1765	2152	2431	2459
Peds per hour for any 4 hours	0	0	0	0

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

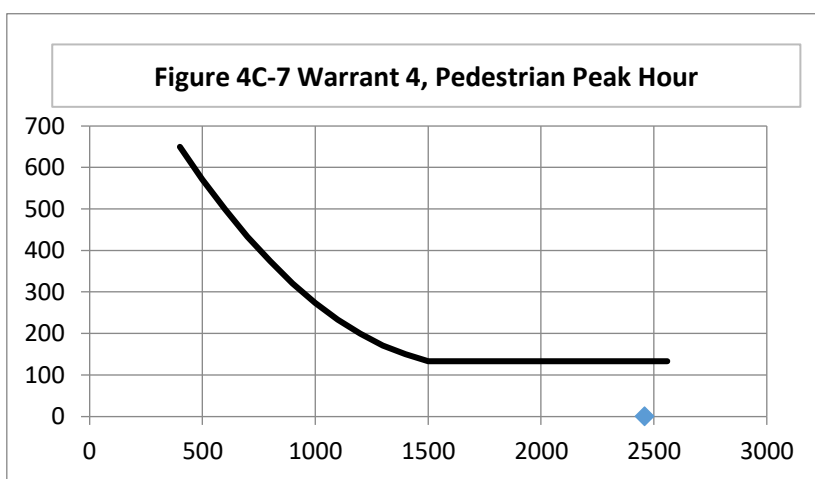
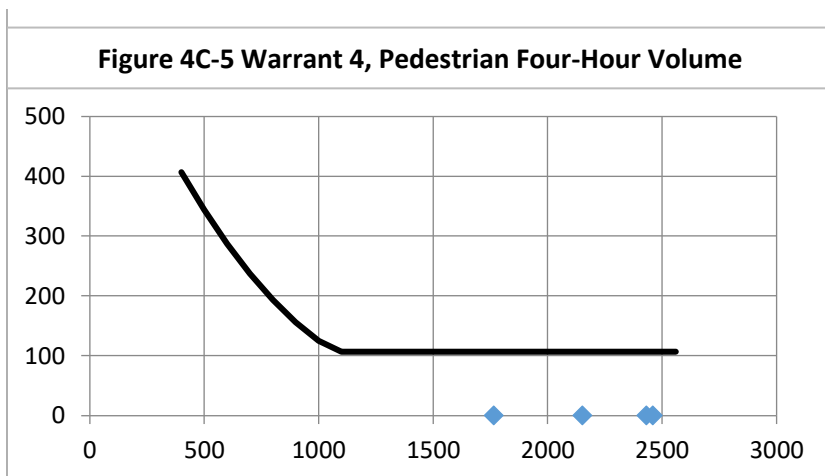
B. Hours ---->	8AM
Vehicles per hour for any 1 hour	2459
Pedestrians per hour for any 1 hour	0

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 SATISFIED YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

CA MUTCD Traffic Signal Warrants



WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED

YES NO N/A

Part A

SATISFIED

YES NO

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	-	Gaps < Minutes
	Number of Adequate Gaps	-	

YES NO

YES NO

AND, Consideration has been given to less restrictive remedial measures.

YES NO

Part B

SATISFIED

YES NO

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 ft).

Yes No

OR, The proposed traffic signal will not restrict progressive traffic flow along traffic flow along the major street.

Yes No

CA MUTCD Traffic Signal Warrants

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED

YES NO N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL (feet)	FULFILLED
≥ 1,000 feet	N _____ S _____ E <u>270</u> W <u>160</u>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience
(All Parts Must be Satisfied)

SATISFIED

YES NO N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	2	
REQUIREMENTS	CONDITIONS	X
One Condition Satisfied 80%	Warrant 1, Condition A - Minimum Vehicular Volume	X
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80%, of Figure 4C-5 through Figure 4C-8	

WARRANT 8 - Roadway Network
(All Parts Must be Satisfied)

SATISFIED

YES NO

MINIMUM VOLUME REQUIREMENT	ENTERING VOLUMES - ALL APPROACHES	X	FULFILLED
1,000 Veh/Hr	During Typical Weekday Peak Hour 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 hrs of a Saturday or Sunday _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy. System Serving as Principle Network for Through Traffic		X	
Rural or Suburban Hwy Outside of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any major route characteristics met, both streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



CA MUTCD Traffic Signal Warrants

WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must be Satisfied)

SATISFIED

YES NO N/A

Part A

A grade crossing exist on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

PART B

<p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9 Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street- Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	



— PUBLIC WORKS DEPARTMENT

CP-889 Paving the Way Program (Whittier Blvd)

Pedestrian Crossing Safety Analysis



Evaluation of Eleven Unsignalized Intersections

- 1 **Whittier Boulevard** and 3rd Street
- 2 **Whittier Boulevard** and 7th Street
- 3 **Whittier Boulevard** and Spruce Street
- 4 **Whittier Boulevard** and Greenwood Avenue
- 5 **Whittier Boulevard** and 12th Street
- 6 **Whittier Boulevard** and Park Avenue
- 7 **Whittier Boulevard** and 18th Street
- 8 **Whittier Boulevard** and 19th Street
- 9 **Whittier Boulevard** and 20th Street
- 10 **Whittier Boulevard** and 22nd Street





Vehicular Traffic Volumes

Analysis of peak hour and daily vehicle volumes at each study intersection



Pedestrian and Bicycle Crossing Volumes

Field-collected pedestrian and bicycle crossing counts during peak



Intersection Delay

Evaluation of vehicular bicycle and pedestrian delay using HCM methodology



Collision History

Five-year collision record review



Signal Warrant Analysis

Traffic Signal Warrant Analysis per CA MUTCD



RRFB and HAWK Analysis

Rectangular Rapid Flashing Beacon and High-Intensity Activated CrossWalk signal suitability assessment

Findings and Recommendations



7

CROSSINGS PROHIBITED

Prohibiting seven (7) unsignalized mid-block or intersection crossings identified as high-risk



2

SIGNALIZED INTERSECTIONS ADDED

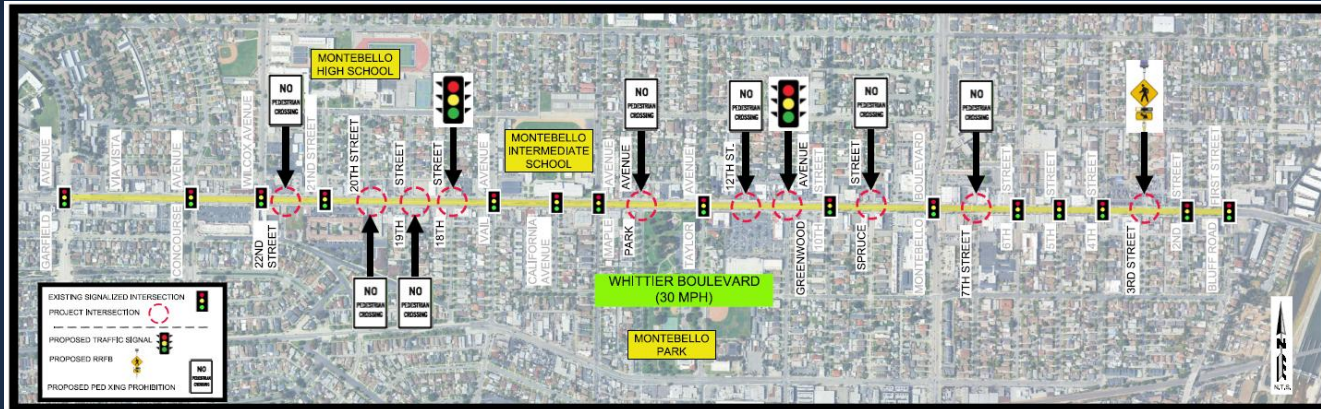
Recommend two (2) new traffic signals at intersections meeting CA MUTCD signal warrants



1

RRFB INSTALLATION

Installing one (1) Rectangular Rapid Flashing Beacon (RRFB) at an intersection identified as suitable for enhanced crossing control



Thank You

Aidan Mousavi, PE, TE

Principal of Design Services, Bowman

(714) 982-5031

Amousavi@bowman.com



MONTEBELLO

PUBLIC WORKS DEPARTMENT



ITEM # 3

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager
BY: Cesar Roldan, Director of Public Works
SUBJECT: REVIEW OF 2026 ENGINEERING AND TRAFFIC SURVEY REPORT
DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Review and comment on the updated changes to the posted speed limits for roadway segments contained in the 2026 Engineering and Traffic Survey where changes are warranted based on the Engineering and Traffic Survey findings, consistent with California Vehicle Code (CVC) requirements.

FISCAL IMPACT:

Costs are limited to fabrication and installation of updated speed limit signs and can be absorbed within the Public Works operating budget.

BACKGROUND/DISCUSSION:

Under CVC Sections 627, 22357, and 22358.6, local jurisdictions must perform an Engineering and Traffic Survey (E&TS) every 5–7 years to legally justify radar-enforceable speed limits on collector and arterial roadways. These surveys are required to ensure posted speed limits reflect prevailing traffic conditions, roadway characteristics, collision history, and the 85th percentile speed.

The City conducted a comprehensive Engineering and Traffic Survey in April 2026, including:

- 80 speed survey locations across arterial and collector streets.
- Review of roadway conditions, geometric features, and adjacent land uses.
- Detailed collision analysis using SWITRS & UC Berkeley TIMS for 2021–2025.

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 2 of 5

- Consideration of new 2026 California legislation allowing speed reductions in school zones, business districts, and high-risk pedestrian/bicycle corridors.

The survey ensures the City remains compliant with State law and maintains the ability for the Montebello Police Department to conduct radar enforcement.

ANALYSIS:

Overall, the study concludes:

- Most existing speed limits remain appropriate and meet State criteria for radar enforcement.
- Safety-based adjustments were recommended where roadway conditions, collision patterns, school zones, or 85th percentile speeds justify change.
- Several segments showed prevailing speeds higher than posted limits, but existing values are still justified due to safety factors (driveways, curves, crosswalks, school routes, limited visibility).

Collision rates were calculated using Caltrans methodology (per million vehicle miles). Segments exceeding 1.6× the County's expected rate were reviewed for possible speed reduction justification.

Examples noted in the study include:

- Bluff Road (Washington Boulevard → Sycamore Avenue)
- Olympic Boulevard (Maple Avenue → Montebello Boulevard)
- Mines Avenue (Vail Avenue → Greenwood Avenue)

Proposed Speed Limit Changes (8 roadway segments):

Increases were recommended at 8 segments where prevailing speeds were significantly higher and no adverse conditions existed.

Arroyo Drive

- Potrero Grande Drive → Paramount Boulevard: 30 → 35 mph
- Paramount Boulevard → Rose Glen Avenue: 25 → 35 mph

Lincoln Avenue

- Wilcox Avenue → Maple Avenue: 25 → 30 mph
- Montebello Boulevard → Victoria Avenue: 25 → 35 mph
- Victoria Avenue → Avenida de la Merced: 25 → 35 mph

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 3 of 5

Poplar Avenue

- Lincoln Avenue → Beverly Boulevard: 25 → 30 mph
- Beverly Boulevard → Poplar Way: 25 → 30 mph

Rea Drive

- Beverly Boulevard → Lincoln Avenue: 25 → 30 mph

Speed Limit Decreases (2 segments):

Reductions were recommended in areas with residential density, limited visibility, or collision patterns.

Howard Avenue

- Jefferson Boulevard → Lincoln Avenue: 35 → 30 mph

Paramount Boulevard

- SR-60 Freeway → Montebello Boulevard: 40 → 35 mph

The majority of the street segments, including Beverly Boulevard, Garfield Avenue, Greenwood Avenue, Montebello Boulevard, Olympic Boulevard, Telegraph Road, Washington Boulevard, Whittier Boulevard, and Wilcox Avenue retain current limits.

Justifications include:

- Safe Routes to Schools
- Residential/commercial driveway density
- Horizontal/vertical curves
- Limited sight distance
- Uncontrolled crosswalks
- Accident history
- Truck traffic

Per the California MUTCD, updated speed limit signage must be installed:

- At the beginning and end of each speed zone
- Within 200–500 ft of major intersections
- About every one mile along long corridors
- 200–400 ft beyond City limit entry points

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 4 of 5

For the first 30 days after adoption, drivers traveling ≤ 10 mph above the new limit will receive warnings only, according to State law.

LEGAL:

Failure to adjust speed limits consistent with a valid Engineering and Traffic Survey exposes the City to significant legal risks, including loss of radar enforcement authority, vulnerability to speed-related litigation, allegations of arbitrary and capricious decision-making, and increased tort liability for collisions occurring on non-compliant roadways. State law requires that radar-enforceable speed limits be based on documented engineering justification; deviation without defensible safety findings may render posted limits unenforceable and expose the City to claims of negligence.

Radar enforcement may become legally invalid (CVC §§ 40802, 627). California prohibits “speed traps,” and radar enforcement is only admissible when supported by a current Engineering and Traffic Survey. If the City retains speed limits inconsistent with documented 85th percentile speeds and lacks safety-based justification, courts may deem radar citations invalid. This undermines police enforcement and can lead to widespread ticket dismissals.

Increased municipal liability in collision claims. If a collision occurs on a roadway where speed limits do not reflect engineering findings, plaintiffs may argue that the City:

- Failed to act on known safety data.
- Maintained limits that were unreasonable or imprudent under CVC § 22350 (Basic Speed Law), or
- Neglected to mitigate documented hazards (e.g., curves, sight distance, pedestrian activity). This can strengthen negligence claims and increase exposure to damages.

Risk of claims of arbitrary or capricious conduct. Deviation from Engineering and Traffic Survey recommendations without documented justification (such as school zones, roadway geometry, or collision patterns) may be challenged as arbitrary. Courts require that speed limits be supported by measurable engineering evidence; ignoring that evidence risks judicial invalidation of the City’s posted limits.

Challenges to enforcement legitimacy and public trust. Leaving outdated limits in place can cause defendants to challenge citations, arguing unfair or unreasonable enforcement. It can also lead to community criticism, particularly if limits appear punitive rather than data-driven.

Poor alignment with State Traffic Standards and Manual on Uniform Traffic Control Devices (MUTCD) requirements. Speed limits are traffic control devices subject to State standards. Failure to update them may place the City out of compliance with the California MUTCD and related State laws, complicating audits, insurance reviews, and risk

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 5 of 5

management evaluations.

Impacts on grant eligibility. Many safety grants require jurisdictions to demonstrate adherence to engineering best practices. Maintaining non-compliant limits may weaken the City's standing in grant applications related to transportation safety.

ENVIRONMENTAL IMPACT:

Adoption of speed limits is Categorical Exempt under CEQA as it involves no physical construction and enhances traffic safety.

CONCLUSION:

The 2026 Engineering and Traffic Survey provides a defensible, data-driven basis for establishing speed limits throughout Montebello. Not adjusting speed limits in accordance with the 2026 Engineering and Traffic Survey may expose the City to substantial legal and operational risks, including invalid radar enforcement, increased tort liability, and challenges to the legitimacy of posted limits. The Traffic and Safety Commission should either recommend adopting the 2026 Engineering and Traffic Survey recommendations, or document clear, engineering-based safety reasons for deviating from them. Failure to do so may compromise both public safety and legal defensibility.

Adoption of the recommended changes will:

- Maintain radar enforcement eligibility
- Improve consistency and driver expectancy
- Enhance safety for pedestrians, bicyclists, and motorists
- Align the City with current State legislation and MUTCD standards

Staff recommends approval of the 2026 Engineering and Traffic Survey and recommendation to City Council for adoption of the updated speed limits.

ATTACHMENT(S)

1. Attachment A - 2026 Engineering and Traffic Survey Report

NEXT STEPS:

2026 Engineering and Traffic Survey

Prepared for:
CITY OF MONTEBELLO, CALIFORNIA



PREPARED BY:

Bowman

3060 Saturn Street, Suite 250
Brea, CA 92821
(714) 940-0100

Project No. 440178.01.003

Date: April 22, 2026

M. Yunus Rahi, PhD., P.E., T.E. Date
Traffic Engineer
C 59183
TR 1726



TABLE OF CONTENTS

SUMMARY.....	1
BACKGROUND.....	1
SPEED SURVEY DATA	10
Procedures Used for the Speed Survey Program.....	10
Roadway Conditions.....	11
Speed Limit Posting.....	11
COLLISION DATA.....	12
Table 1 Collision Data Summary.....	13
RESULTS OF THE SURVEYS AND RECOMMENDATIONS	17
Table 2 Speed Survey Summary	18
Table 3 Survey supports current posted speed limit - NO CHANGE.....	22
Table 4 Survey speeds differ from posted speed, limit can be JUSTIFIED	29
Appendix 'A' Average Daily Traffic (ADT) Volume Sheets.....	A
Appendix 'B' Engineering and Traffic Survey Sheets	B
Appendix 'C' Speed Survey Field Data Sheets	C
Appendix 'D' Radar Speed Gun Operator and Radar Gun Certifications	D



CITY OF MONTEBELLO

ENGINEERING AND TRAFFIC SURVEY

SUMMARY

This report documents the results of an engineering and traffic survey conducted to update the speed limits of certain streets within the City of Montebello arterial and collector street network. The study would verify, increase or decrease existing speed limits within existing city boundaries based on the data and survey results.

Spot speed surveys were conducted by City Traffic Counters at 80 locations in conformance with the State law for the purpose of establishing prima facie speed limits. The streets were field investigated by a California registered traffic engineer from Bowman Consulting Group. The majority of the 80 segments have the necessary justifications to have the speed limits remain as previously adopted and posted. All segments were reviewed in detail including traffic volumes, collision history, adjacent land uses, roadway characteristics, and field observations.

BACKGROUND

Statutes within the California Vehicle Code (CVC) require that governmental agencies periodically review and update their posted speed limits. These periodic updates are required by the City's enforcement agency to enforce speed limits with radar. The process involves reviewing existing posted speed limits for adequacy in terms of adjacent land use, traffic demands, and roadway conditions, continuity of speed limits, collisions, and field surveys of motorists' driving patterns (speed survey). The City of Montebello has established speed limits on many streets in the City.

The Montebello Police Department performs the City of Montebello's enforcement of speed limits on City roadways. The enforcement of speed limits and response to speed-related issues is primarily through the use of radar. Speed enforcement involves routine enforcement throughout the City and selective enforcement at locations where a disproportionate number of traffic collisions have occurred and, on those roadways, where complaints of high-speed vehicles are received.

Starting January 1, 2026, California traffic laws focus on lowering speed limits to enhance safety, including allowing local governments to reduce school zone speeds to 20 mph (AB 382) and enabling a 5 mph reduction on certain highways (AB 1014).



Key 2026 California Speed Limit and Traffic Changes

- **School Zone Speed Limits (AB 382)**: Local authorities are authorized to lower speed limits in school zones from 25 mph to 20 mph.
- **Highway Speed Reductions (AB 1014)**: The Department of Transportation is authorized to reduce speed limits by 5 mph on state highways.
- **Business Activity Districts**: Cities may establish 20-25 mph speed limits in designated business districts.
- **Work Zone Safety System (AB 289)**: A pilot program for automated work zone speed detection is authorized.
- **Speeding Enforcement**: For the first 30 days after a new speed limit takes effect, drivers going 10 mph or less over the limit may only receive warnings.
- **New Speed Reduction Authority**: AB 1014 enables Caltrans to lower speed limits on certain highways, with the California Department of Transportation updating their safety procedures by March 2026 to reflect these changes.



The method prescribed by the 2025 California Vehicle Code is performance of an Engineering and Traffic Survey. The definition of an “Engineering and Traffic Survey” is contained in section 627 of the Vehicle Code and is presented in the shaded box that follows:

Engineering and Traffic Survey

627.

- (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.
- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - (1) Prevailing speeds as determined by traffic engineering measurements.
 - (2) Accident records.
 - (3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
 - (2) Pedestrian and bicyclist safety.

The California Vehicle Code has set certain regulations regarding the posting and enforcement of speed zones. These regulations 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. This concept is known as the “Basic Speed Law.”

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

Basic Speed Law

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

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

This law recognizes that driving conditions vary widely from time-to-time and place-to-place; therefore, no set or fixed driving rules would adequately serve all conditions. The motorists constantly adjust their driving behavior to fit the conditions they encounter. Drivers must learn to do this with minimum assistance from law enforcement. The Basic speed Law is found on



the belief that a majority of motorists are able to modify their driving behavior properly, as long as they are aware of conditions around them.

Several other statutes of the Vehicle Code are also significant in evaluating speed limits. Among these are:

Maximum Speed Limit

CVC 22349 states in California the maximum speed for any passenger vehicle is 65 miles per hour. The Maximum speed for most trucks and for vehicles towing any trailer is 55 miles per hour.

CVC Section 22356 permits a maximum speed limit of 70 MPH on some highways.

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. A driver may exceed any prima facie limit if it is safe to do so under prevailing conditions. However, when a police officer cites driver for exceeding a prima facie speed limit, it is up to the driver to prove, if he can, that he was driving in a reasonable and prudent manner under the existing conditions. The opportunity given to the driver to exceed a prima facie speed limit when it is safe to do so recognizes the fact that any posted speed limit cannot adequately reflect the many different conditions of traffic, weather, visibility, etc., that may be found on the same highway at different times.

CVC 22352 establishes 15 MPH limit in alleys, blind intersections, and blind railroad crossings and 25 MPH limit in business and residence districts as prima facie limits. There is also a part-time 25 MPH limit in school zones when children are present enroute to or from school or adjacent to a senior center.

Business and residence districts are defined in the Vehicle Code as specific areas meeting a specified minimum density of roadside development. CVC Section 235, 240 and 515 define their regulations. A count of houses or active businesses facing on a highway must be made to determine whether a valid business or residence district exists. The law does not require posting of prima facie speed limits when such roadside conditions are readily apparent. However, Montebello has adopted a policy to identify major residential areas with postings of 25 MPH signs.

CVC Excerpt Business District

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



**CVC Excerpt
Business and Residence Districts: Determination**

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in Sections 235 and 515:
- (a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
 - (b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district.
 - (c) All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures.
 - (d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

**CVC Excerpt
Residence District**

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

Intermediate Speed Zones

State law permits local authorities to lower the maximum speed limit (65 MPH) or to raise the speed limit in business and residence districts (25 MPH) based on a traffic and engineering survey. These "intermediate speed limits" between 25 and 65 MPH must be posted to clearly define the limits of the zone and the prima facie speed established. CVC 22357 authorizes the increase in limits.

These intermediate speed zones are the zones most typically enforced by radar. As a result, a current Engineering and Traffic survey is required to facilitate or justify these zones.

Speed Zoning Procedures

The MUTCD California Edition section 2B.116 Speed Limits and Zones specify a method for providing an Engineering and Traffic survey of speed limits on City and County roadways and Local Streets. It is excerpted as follows:



California MUTCD excerpts

(January 18, 2026)

Engineering and Traffic Survey (E&TS)

Support:

12k. CVC Section 627 defines the term “Engineering and traffic survey” and lists its requirements.

Standard:

12l An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:

A. Prevailing speeds as determined by traffic engineering measurements.

B. Collision records.

C. Highway, traffic, and roadside conditions not readily apparent to the driver.

Guidance:

12m The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.

12n Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:

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

B. Speeds should be read directly from a radar or other electronic speed measuring devices; or,

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

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

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

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

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

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

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

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

K. Speed zoning should be coordinated with adjacent jurisdictions.

Support:

12o Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

12p When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:



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

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

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

12q The following two forms may be used to document speed zoning based on an E&TS to establish speed limits:

1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District traffic Engineer. Long form should be used to document the data and reports including:

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

- A north arrow
- Name and/or highway number of the route to be zoned
- Post Mile or other distance measurement
- Limits of the proposed zones for each direction of travel
- Roads and crossroad names, number and width of lanes, indicate parking restrictions
- Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
- Collision rates for the zones involved
- Annual average daily traffic volume
- Location of traffic signals, signs and markings
- If the highway is divided, the limits of zones for each direction of travel
- Plotted 85th percentile and pace speeds at location taken showing speed profile

b. A report to the District Director that includes:

- The reason for the initiation of speed zone survey.
- Recommendations and supporting reasons.
- The enforcement jurisdictions involved and the recommendations and opinions of those officials.
- The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.

2. Roadways under the jurisdiction of City or County:

a. Short form may be used for documenting speed zoning (Figure 2B-104(CA))

b. Determination of Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

12r In most situations, the short form for local streets and roads will be adequate; however, the procedure or long form used on State highways may be used at the option of the local agency.

Guidance:

12s The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit less than the 85th percentile generally results in an increase in collision rates, in addition this may make violators of a disproportionate number of the reasonably majority of drivers.



Support:

12t Generally, the most decisive evidence of conditions not readily apparent to the driver surface in collision histories.

12u Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (Refer to Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile does not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

12v The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority consider reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

12w When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

12x Speed zones of less than 0.5 miles and short transition zones should be avoided.

Support:

12y Any existing E&TS that was performed before January 1, 2022, in accordance with previous traffic control standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria. An E&TS can originally exist for 7 years and may be extended to 14 years if the conditions are met.

Definitions

Percentile Speeds – The percentile speed is a speed at or below which that percentage of the total sample is traveling.

50th Percentile – The median speed

85th Percentile – The critical speed is the 85th percentile. Motorists exceeding the 85th percentile speed are considered to be driving faster than is safe under prevailing conditions. This percentile may serve as the guide for establishing the posted speed limit.

Pace – The pace is the 10 MPH range of speeds containing the largest number of observations. This can usually be determined by visual inspection of the Vehicle Speed Survey Sheet. After determining the pace, it is useful to compute the percentage of vehicles in the pace, the percentage over the pace and the percentage under the pace. A normal speed distribution will contain approximately 70% of the sample within the pace with 15% above and 15% below.

Collision Rate – Collision rates are calculated for each roadway segment surveyed and are summarized. Rates are calculated based on collisions per million vehicles miles of travel on



that segment of roadway. This analysis has utilized the expected collision rates published by Caltrans in the “2023 Collision Data on California State Highways” publication. Los Angeles County guidelines classify as excessive any collision rate that exceeds 1.6 times the County expected rate. If the City mid-block collision rates are in excess of 1.6 times the County expected rate, a 5 MPH reduction of speed limit may be justified.

Local Street Exceptions (CVC 40802)

Many streets are designated as “Local” streets per CVC 40802(2)(b). The speed limit for these streets does not require special jurisdictions. The code is as follows:

For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the “California Road System Maps,” it may be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

1. Roadway width of not more than 40 feet.
2. Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
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 condition, collision 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.

The 25-mile per hour prima facie limit in residence districts may not be reduced except on narrow streets as authorized by Section 22358.3 of the vehicle Code.

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

Standard:

12z When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options described in paragraphs 12aa and 12ab, or if using additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).

Option:

12aa For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the speed limit may be reduced by 5 mph from the nearest 5mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. Refer to Standard below for documentation requirements. Refer to CVC Section 22358.6(b).

12ab For cases in which rounding the 85th-percentile speed to the nearest 5 mph increment would require a rounding up, the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).



SPEED SURVEY DATA

Procedures Used for the Speed Survey Program

To identify the speed characteristics of vehicular traffic on the street system in Montebello, a spot speed survey program was performed. Locations were selected on arterial and collector streets as designated by the City of Montebello. Sufficient spot speed survey locations were selected to obtain a speed profile on each roadway.

City Traffic Counters accomplished the Average Daily Traffic {ADT} volumes as well as spot speed survey data collection. The summary of the data is shown in Appendix 'A' and Appendix "B", respectively. To ensure the creditability of vehicular speed analysis, the following guidelines were adhered to in the spot speed survey field data collection:

- a. It was imperative that drivers may not be influenced to slow down by the presence of the speed survey vehicle, the equipment, or the personnel. The survey vehicle and equipment was unmarked and emphasis was placed on locating them in an inconspicuous location.
- b. Measurements were made at sufficient distance from intersections where signals or other control devices could affect normal operating speeds.
- c. Measurements were not taken at locations where geometric or roadway factors exist that could cause drivers to slow down from normal speeds. Such factors were sharp horizontal or vertical curve, poor pavement surface, roadway construction, etc.
- d. The data was recorded on the "Radar Speed Meter – Data and Analysis Forms."
- e. The Vehicles were selected on a random basis. The samples are representative and do not include unusually high or low proportions of "speeders," sports cars, trucks, etc.
- f. The sample size is large enough to form a bell-shaped curve. This normally requires 50 or more observations for each location, depending on the size and use of the streets.
- g. The traffic conditions during the period of measurement were representative of normal traffic conditions.



Roadway Conditions

Field reviews of the roadways in the City of Montebello were conducted and incorporated into the final recommended speed limits. These are pertinent roadway characteristics, surrounding land uses, and other factors that could have a bearing on the establishment of speed zones.

For this study, each roadway was divided into study sections. All data was then correlated and reviewed and summarized in Appendix 'C'.

Speed Limit Posting

Speed limit signing should be installed in conformance with the California MUTCD. All speed limit signs must be reflective and conform to the current standards of the State of California, Department of Transportation. The following policies are recommended by the California MUTCD, for the placement of speed limit signs.

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

Standard:

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

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

Speed limits signs should be located at the beginning of all restricted speed zones.

Speed limit signs should be posted on street entrances to the City approximately 200 to 400 feet beyond the City entrance sign, no matter what the speed limit is.

Speed limit signs should be installed approximately 200 feet, but not more than 500 feet beyond major intersections.

Speed limit signs should be posted so that distance between speed limit signs will be approximately one mile.

Streets with speed prima facie limits of 25 MPH need not be posted with speed limit signs, unless the streets are arterials or may appear to the driver to be arterials, and engineering and traffic investigation indicates that speed limit signing for a 25 MPH is required. Montebello has adopted a policy to identify most major residence areas with posting of 25- MPH signs.

A speed limit sign should not be installed within 500 feet in advance of or within a curve or turn, which has been posted with a curve or a turn warning sign.

Pavement markings are not required but may be used in conjunction with postings. Montebello has adopted a policy to add pavement markings to key traffic control signs.



COLLISION DATA

Procedures Used for Collision Data Collection

The data for collisions for each roadway segment were obtained from the Statewide Integrated Traffic Records System (SWITRS) annual collision report as well as University of California Berkeley’s Traffic Injury Mapping System (TIMS) GIS mapping tools for the most recent five-year period (from 1/1/2021-12/31/2025). Supporting documentation is presented within Appendix “C.”

Procedures Used for Collision Rate

The collision rate is expressed in collision per million vehicle miles (MVM) and is calculated using the following formula:

$$\text{Collision Rate (Collisions/MVM)} = \frac{\text{No. of Collisions} \times 1,000,000}{\text{ADT} \times \text{Distance} \times \text{No. of Days}}$$

No. of collision = Number of collisions during the selected SWITRS survey period (5 years) for the segment in both directions

1,000,000 = Conversion factor for Million-Vehicle-Miles (MVM) Traveled

ADT (veh/day) = Average Daily Traffic for the segment in both directions

Distance (miles) = Roadway segment distance traveled by a vehicle

No. of Days = Number of days during the selected SWITRS sample period (5 years = 1,825)

To evaluate the collision pattern of each street segment, the calculated rates were compared to the expected collision rates provided by Caltrans as shown below. The number of collisions, and calculated collision rates are summarized in Table 1.

Statewide Collision Rates for California State Highways

Roadway Type: Urban	Expected Collision Rate*
2 and 3 Lanes	1.24
4 Lane (Divided)	0.93
4 Lane (Undivided)	0.77
6 Lane (Divided)	1.05
6 Lane (Undivided)	0.96

*Source: 2023 collision data on District 07 Urban Areas published by California Department of Transportation (Caltrans)



**Table 1
Collision Data Summary**

No.	Street	Segment	Street Classification	Length in Miles	ADT	No. of Acc.	Period (Yrs)	Acc Rate in mvm
1	Arroyo Dr	Potrero Grande Dr. to Paramount Blvd.	Collector	0.56	5,613	2	5	0.20
2	Arroyo Dr	Paramount Blvd. to Rose Glen Ave..	Collector	0.6	2,546	0	5	0.00
3	Avenida de la Merced	Lincoln Blvd. to Poplar Ave.	Collector	0.55	2,714	0	5	0.00
4	Avenida de la Merced	Poplar Ave.. to Montebello Blvd.	Collector	0.45	2,443	3	5	0.67
5	Beverly Blvd.	West City Limit to Findlay Ave.	Arterial	0.33	23,823	5	5	0.12
6	Beverly Blvd.	Findlay Ave. to Garfield Ave.	Arterial	0.24	26,173	9	5	0.19
7	Beverly Blvd.	Garfield Ave. to Wilcox Ave.	Arterial	0.68	25,817	15	5	0.32
8	Beverly Blvd.	Wilcox Ave. to Maple Ave.	Arterial	0.5	44,902	19	5	0.23
9	Beverly Blvd.	Maple Ave. to Montebello Blvd.	Arterial	0.5	41,917	31	5	0.41
10	Beverly Blvd.	Montebello Blvd. to East City Limit	Arterial	0.8	29,381	17	5	0.32
11	Bluff Rd.	Whittier Blvd. to Washington Blvd.	Arterial	1.31	8,546	5	5	0.32
12	Bluff Rd.	Washington Blvd. to Sycamore St.	Arterial	0.77	1,167	8	5	3.76
13	Concourse Blvd.	Beverly Blvd. to Madison Ave.	Collector	0.27	1,581	3	5	1.04
14	Concourse Blvd.	Madison Ave. to Whittier Blvd.	Collector	0.27	4,438	5	5	0.62
15	Findlay Ave.	Via Campo to Beverly Blvd.	Arterial	0.61	834	14	5	9.20
16	Findlay Ave.	Beverly Blvd. to South City Limit	Arterial	0.22	2,783	2	5	0.39
17	Garfield Ave.	Pomona Blvd. to Beverly Blvd.	Arterial	0.65	30,650	12	5	0.21
18	Garfield Ave.	Beverly Blvd. to Whittier Blvd.	Arterial	0.91	29,586	6	5	0.11
19	Greenwood Ave.	Mines Ave. to Washington Blvd.	Arterial	0.48	11,183	10	5	0.49
20	Greenwood Ave.	Washington Blvd. to Oakwood St.	Arterial	0.63	17,418	7	5	0.22
21	Greenwood Ave.	Oakwood St. to Telegraph Rd.	Arterial	0.7	22,049	6	5	0.15
22	Greenwood Ave.	Whittier Blvd. to Olympic Blvd.	Arterial	0.26	8,608	4	5	0.25
23	Greenwood Ave.	Olympic Blvd. to Montebello Way	Arterial	0.28	10,693	7	5	0.36
24	Hay St.	Wilcox Ave. to Via Acosta	Collector	0.43	4,870	3	5	0.34
25	Hay St.	Via Acosta to Via Corona	Collector	0.23	3,167	6	5	1.04



**Table 1
Collision Data Summary (Continued)**

No.	Street	Segment	Street Classification	Length in Miles	ADT	No. of Acc.	Period (Yrs)	Acc Rate in mvm
26	Howard Ave.	Jefferson Blvd. to Lincoln Ave.	Collector	0.4	1,218	1	5	0.45
27	Howard Ave.	Lincoln Ave. to Beverly Blvd.	Collector	0.25	3,270	5	5	0.84
28	Jefferson Blvd.	Howard Ave. to Montebello Blvd.	Collector	0.4	1,175	1	5	0.47
29	Lincoln Ave.	Wilcox Ave. to Maple Ave.	Collector	0.5	12,595	9	5	0.39
30	Lincoln Ave.	Maple Ave. to Montebello Blvd.	Collector	0.5	13,310	5	5	0.21
31	Lincoln Ave.	Montebello Blvd. to Victoria Ave.	Collector	0.7	6,036	3	5	0.27
32	Lincoln Ave.	Victoria Ave. to Avenida de la Merced	Collector	0.4	6,925	3	5	0.24
33	Lincoln Ave.	Avenida de la Merced to San Gabriel Blvd.	Collector	1.13	6,590	1	5	0.08
34	Mines Ave.	Vail Ave. to Greenwood Ave.	Collector	0.48	5,714	8	5	0.77
35	Mines Ave.	Greenwood Ave. to Montebello Blvd.	Collector	0.21	6,158	1	5	0.09
36	Mines Ave.	Montebello Blvd. to Bluff Rd.	Collector	0.33	3,840	1	5	0.14
37	Montebello Blvd.	Plaza Dr. to Paramount Blvd.	Arterial	0.55	8,355	2	5	0.13
38	Montebello Blvd.	Paramount Blvd. to Jefferson Blvd.	Arterial	0.95	29,196	4	5	0.08
39	Montebello Blvd.	Jefferson Blvd. to Lincoln Ave.	Arterial	0.43	29,947	7	5	0.13
40	Montebello Blvd.	Lincoln Ave. to Beverly Blvd.	Arterial	0.25	26,006	12	5	0.25
41	Montebello Blvd.	Beverly Blvd. to Madison Ave.	Arterial	0.3	23,151	7	5	0.17
42	Montebello Blvd.	Madison Ave. to Whittier Blvd.	Arterial	0.3	13,146	3	5	0.13
43	Montebello Blvd.	Whittier Blvd. to Truck Wy.	Arterial	0.37	2,705	9	5	1.82
44	Montebello Blvd.	Truck Wy. to Mines Ave.	Arterial	0.22	1,423	2	5	0.77
45	Montebello Blvd.	Mines Ave. to Washington Blvd.	Arterial	0.63	2,032	5	5	1.35
46	Montebello Blvd.	Washington Blvd. to Sycamore St.	Arterial	0.78	590	2	5	1.86
47	Montebello Wy.	Truck Wy. to Mines Ave.	Collector	0.3	14,140	7	5	0.27
48	Olympic Blvd.	West City Limit to Maple Ave.	Arterial	0.58	16,572	11	5	0.36
49	Olympic Blvd.	Maple Ave. to Montebello Blvd.	Arterial	0.51	3,276	16	5	2.68
50	Olympic Blvd.	Montebello Blvd. to 4th St.	Arterial	0.24	582	1	5	0.94



**Table 1
Collision Data Summary (Continued)**

No.	Street	Segment	Street Classification	Length in Miles	ADT	No. of Acc.	Period (Yrs)	Acc Rate in mvm
51	Paramount Blvd.	North City Limit to SR 60 Freeway	Arterial	0.4	29,811	2	5	0.04
52	Paramount Blvd.	SR 60 Freeway to Montebello Blvd.	Arterial	0.19	29,785	7	5	0.13
53	Pickering Wy.	Olympic Blvd. to Ferguson Dr.	Residential	0.25	849	0	5	0.00
54	Poplar Ave.	Lincoln Ave. to Beverly Blvd.	Collector	0.29	4,611	7	5	0.83
55	Poplar Ave.	Beverly Blvd. to Poplar Way	Collector	0.46	3,906	4	5	0.56
56	Potrero Grande Dr.	Arroyo Dr. to South City Limit	Arterial	0.48	21,361	0	5	0.00
57	Rea Dr.	Beverly Blvd. to Lincoln Ave	Collector	0.44	4,620	5	5	0.59
58	Slauson Ave.	Telegraph Rd. to Bluff Rd.	Arterial	0.21	51,216	6	5	0.06
59	Telegraph Rd.	Church Rd. to Greenwood Ave.	Arterial	0.53	37,631	5	5	0.07
60	Telegraph Rd.	Greenwood Ave. to Slauson Ave.	Arterial	0.42	45,137	3	5	0.04
61	Union St.	Greenwood Ave. to Chapin Rd.	Collector	0.46	3,706	2	5	0.30
62	Vail Ave.	Beverly Blvd. to Whittier Blvd.	Collector	0.51	3,320	2	5	0.33
63	Vail Ave.	Whittier Blvd. to Olympic Blvd.	Collector	0.18	8,772	0	5	0.00
64	Vail Ave.	Olympic Blvd. to Washington Blvd.	Collector	0.9	10,493	6	5	0.31
65	Vail Ave.	Washington Blvd. to South City Limit	Collector	0.82	5,671	1	5	0.10
66	Via Campo	West City Limit to Findlay Ave.	Arterial	0.35	5,137	12	5	1.28
67	Via Campo	Findlay Ave. to Garfield Ave.	Arterial	0.46	11,105	9	5	0.44
68	Via Campo	Garfield Ave. to Vail Ave.	Arterial	0.69	18,255	6	5	0.18
69	Washington Blvd.	East City Limit to Greenwood Ave.	Arterial	0.77	32,323	6	5	0.10
70	Washington Blvd.	Greenwood Ave. to West City Limit	Arterial	0.5	35,743	19	5	0.29
71	Westmoreland Dr.	Wilcox Ave. to Vail Ave.	Arterial	0.31	5,957	1	5	0.09
72	Whittier Blvd.	Garfield Ave. to 19th St.	Arterial	0.51	25,423	28	5	0.60
73	Whittier Blvd.	19th St. to Greenwood Ave.	Arterial	0.56	24,775	26	5	0.58
74	Whittier Blvd.	Greenwood Ave. to Montebello Blvd.	Arterial	0.22	27,181	2	5	0.04
75	Whittier Blvd.	Montebello Blvd. to 5th St.	Arterial	0.19	25,231	8	5	0.17



Table 1
Collision Data Summary (Continued)

No.	Street	Segment	Street Classification	Length in Miles	ADT	No. of Acc.	Period (Yrs)	Acc Rate in mvm
76	Whittier Blvd.	5th St. to Van Norman Rd.	Arterial	0.54	28,302	16	5	0.31
77	Wilcox Ave.	Via Campo to Hay St.	Arterial	0.39	29,140	11	5	0.21
78	Wilcox Ave.	Hay St. to Lincoln Ave.	Arterial	0.3	21,123	6	5	0.16
79	Wilcox Ave.	Lincoln Ave. to Beverly Blvd.	Arterial	0.25	19,452	5	5	0.14
80	Wilcox Ave.	Beverly Blvd. to Whittier Blvd.	Arterial	0.51	13,422	2	5	0.08



RESULTS OF THE SURVEYS AND RECOMMENDATIONS

The results of the surveys and findings found in the study are summarized in Tables 2 through 4. Supporting documentation is presented within Appendices 'A' through 'C'. Descriptions of the tables and recommendations for speed limit adjustment are indicated below in the following four categories:

1. Table 2 presents a summary of all the locations surveyed and subsequent speed posting recommendations.
2. Table 3 presents a summary of the locations where the current speed limit remains the same. These are locations where the 85th percentile speed complies with the current posted speed limit, or the segment is exempt due to residential, or business prima facie speed zones and no adverse conditions exist which would suggest or require a change to the speed limit.
3. Table 4 presents a summary of the locations where the 85th percentile speed exceeds current posted speed limit. However, the existing posted speed limit can be justified based on the posted limit of adjacent segments or other factors not readily apparent to the driver. Justifications are presented in remarks section of the engineering and traffic survey sheets contained in Appendix 'C'.



**Table 2
Speed Survey Summary**

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Adjustment
1	Arroyo Dr	Potrero Grande Dr. to Paramount Blvd.	0.56	5,613	35	30	35	INCREASED
2	Arroyo Dr	Paramount Blvd. to Rose Glen Ave..	0.60	2,546	35	25	35	INCREASED
3	Avenida de la Merced	Lincoln Ave. to Poplar Ave.	0.55	2,714	34	35	35	NO CHANGE
4	Avenida de la Merced	Poplar Ave. to Montebello Blvd.	0.45	2,443	38	35	35	NO CHANGE
5	Beverly Blvd.	West City Limit to Findlay Ave.	0.33	23,823	40	35	35	NO CHANGE
6	Beverly Blvd.	Findlay Ave. to Garfield Ave.	0.24	26,173	41	35	35	NO CHANGE
7	Beverly Blvd.	Garfield Ave. to Wilcox Ave.	0.68	25,817	40	35	35	NO CHANGE
8	Beverly Blvd.	Wilcox Ave. to Maple Ave.	0.50	44,902	39	35	35	NO CHANGE
9	Beverly Blvd.	Maple Ave. to Montebello Blvd.	0.50	41,917	39	35	35	NO CHANGE
10	Beverly Blvd.	Montebello Blvd. to East City Limit	0.80	29,381	38	35	35	NO CHANGE
11	Bluff Rd.	Whittier Blvd. to Washington Blvd.	1.31	8,546	34	25	25	NO CHANGE
12	Bluff Rd.	Washington Blvd. to Sycamore St.	0.77	1,167	33	25	25	NO CHANGE
13	Concourse Blvd.	Beverly Blvd. to Madison Ave.	0.27	1,581	34	25	25	NO CHANGE
14	Concourse Blvd.	Madison Ave. to Whittier Blvd.	0.27	4,438	35	25	25	NO CHANGE
15	Findlay Ave.	Via Campo to Beverly Blvd.	0.61	834	30	25	25	NO CHANGE
16	Findlay Ave.	Beverly Blvd. to South City Limit	0.22	2,783	26	25	25	NO CHANGE
17	Garfield Ave.	Pomona Blvd. to Beverly Blvd.	0.65	30,650	43	40	40	NO CHANGE
18	Garfield Ave.	Beverly Blvd. to Whittier Blvd.	0.91	29,586	42	40	40	NO CHANGE
19	Greenwood Ave.	Washington Blvd. to Oakwood St.	0.48	11,183	41	40	40	NO CHANGE
20	Greenwood Ave.	Mines Ave. to Washington Blvd.	0.63	17,418	40	40	40	NO CHANGE
21	Greenwood Ave.	Oakwood St. to Telegraph Rd.	0.70	22,049	42	40	40	NO CHANGE
22	Greenwood Ave.	Whittier Blvd. to Olympic Blvd.	0.26	8,608	33	30	30	NO CHANGE
23	Greenwood Ave.	Olympic Blvd. to Montebello Way	0.28	10,693	30	25	25	NO CHANGE
24	Hay St.	Wilcox Ave. to Via Acosta	0.43	4,870	27	25	25	NO CHANGE
25	Hay St.	Via Acosta to Via Corona	0.23	3,167	24	25	25	NO CHANGE



Table 2
Speed Survey Summary (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Adjustment
26	Howard Ave.	Jefferson Blvd. to Lincoln Ave.	0.40	1,218	36	35	30	DECREASED
27	Howard Ave.	Lincoln Ave. to Beverly Blvd.	0.25	3,270	32	30	30	NO CHANGE
28	Jefferson Blvd.	Howard Ave. to Montebello Blvd.	0.40	1,175	35	35	35	NO CHANGE
29	Lincoln Ave.	Wilcox Ave. to Maple Ave.	0.50	12,595	31	25	30	INCREASED
30	Lincoln Ave.	Maple Ave. to Montebello Blvd.	0.50	13,310	36	35	35	NO CHANGE
31	Lincoln Ave.	Montebello Blvd. to Victoria Ave.	0.70	6,036	31	25	35	INCREASED
32	Lincoln Ave.	Victoria Ave. to Avenida de la Merced	0.40	6,925	35	25	35	INCREASED
33	Lincoln Ave.	Avenida de la Merced to San Gabriel Blvd.	1.13	6,590	39	35	35	NO CHANGE
34	Mines Ave.	Vail Ave. to Greenwood Ave.	0.48	5,714	32	25	25	NO CHANGE
35	Mines Ave.	Greenwood Ave. to Montebello Blvd.	0.21	6,158	32	25	25	NO CHANGE
36	Mines Ave.	Montebello Blvd. to Bluff Rd.	0.33	3,840	37	25	25	NO CHANGE
37	Montebello Blvd.	Plaza Dr. to Paramount Blvd.	0.55	8,355	41	40	40	NO CHANGE
38	Montebello Blvd.	Paramount Blvd. to Jefferson Blvd.	0.95	29,196	42	40	40	NO CHANGE
39	Montebello Blvd.	Jefferson Blvd. to Lincoln Ave.	0.43	29,947	42	40	40	NO CHANGE
40	Montebello Blvd.	Lincoln Ave. to Beverly Blvd.	0.25	26,006	41	40	40	NO CHANGE
41	Montebello Blvd.	Beverly Blvd. to Madison Ave.	0.30	23,151	40	35	35	NO CHANGE
42	Montebello Blvd.	Madison Ave. to Whittier Blvd.	0.30	13,146	38	35	35	NO CHANGE
43	Montebello Blvd.	Whittier Blvd. to Truck Wy.	0.37	2,705	35	35	35	NO CHANGE
44	Montebello Blvd.	Truck Wy. to Mines Ave.	0.22	1,423	32	30	30	NO CHANGE
45	Montebello Blvd.	Mines Ave. to Washington Blvd.	0.63	2,032	35	30	30	NO CHANGE
46	Montebello Blvd.	Washington Blvd. to Sycamore St.	0.78	590	26	25	25	NO CHANGE
47	Montebello Wy.	Truck Wy. to Mines Ave.	0.3	14,140	-	40	40	NO CHANGE
48	Olympic Blvd.	West City Limit to Maple Ave.	0.58	16,572	42	40	40	NO CHANGE
49	Olympic Blvd.	Maple Ave. to Montebello Blvd.	0.51	3,276	39	35	35	NO CHANGE
50	Olympic Blvd.	Montebello Blvd. to 4th St.	0.24	582	36	35	35	NO CHANGE



**Table 2
Speed Survey Summary (Continued)**

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Adjustment
51	Paramount Blvd.	North City Limit to SR 60 Freeway	0.40	29,811	40	35	35	NO CHANGE
52	Paramount Blvd.	SR 60 Freeway to Montebello Blvd.	0.19	29,785	38	40	35	DECREASED
53	Pickering Wy.	Olympic Blvd. to Ferguson Dr.	0.25	849	34	30	30	NO CHANGE
54	Poplar Ave.	Lincoln Ave. to Beverly Blvd.	0.29	4,611	36	25	30	INCREASED
55	Poplar Ave.	Beverly Blvd. to Poplar Way	0.46	3,906	33	25	30	INCREASED
56	Potrero Grande Dr.	Arroyo Dr. to South City Limit	0.48	21,361	40	40	40	NO CHANGE
57	Rea Dr.	Beverly Blvd. to Lincoln Ave.	0.44	4,620	34	25	30	INCREASED
58	Slauson Ave.	Telegraph Rd. to Bluff Rd.	0.21	51,216	35	35	35	NO CHANGE
59	Telegraph Rd.	Church Rd. to Greenwood Ave.	0.53	37,631	42	45	45	NO CHANGE
60	Telegraph Rd.	Greenwood Ave. to Slauson Ave.	0.42	45,137	44	45	45	NO CHANGE
61	Union St.	Greenwood Ave. to Chapin Rd.	0.46	3,706	25	25	25	NO CHANGE
62	Vail Ave.	Beverly Blvd. to Whittier Blvd.	0.51	3,320	31	25	25	NO CHANGE
63	Vail Ave.	Whittier Blvd. to Olympic Blvd.	0.18	8,772	29	25	25	NO CHANGE
64	Vail Ave.	Olympic Blvd. to Washington Blvd.	0.90	10,493	32	30	30	NO CHANGE
65	Vail Ave.	Washington Blvd. to South City Limit	0.82	5,671	32	30	30	NO CHANGE
66	Via Campo	West City Limit to Findlay Ave.	0.35	5,137	44	35	35	NO CHANGE
67	Via Campo	Findlay Ave. to Garfield Ave.	0.46	11,105	42	35	35	NO CHANGE
68	Via Campo	Garfield Ave. to Vail Ave.	0.69	18,255	41	35	35	NO CHANGE
69	Washington Blvd.	East City Limit to Greenwood Ave.	0.77	32,323	40	40	40	NO CHANGE
70	Washington Blvd.	Greenwood Ave. to West City Limit	0.50	35,743	40	40	40	NO CHANGE
71	Westmoreland Dr.	Wilcox Ave. to Vail Ave.	0.31	5,957	34	25	25	NO CHANGE
72	Whittier Blvd.	Garfield Ave. to 19th St.	0.51	25,423	39	30	30	NO CHANGE
73	Whittier Blvd.	19th St. to Greenwood Ave.	0.56	24,775	36	30	30	NO CHANGE
74	Whittier Blvd.	Greenwood Ave. to Montebello Blvd.	0.22	27,181	37	30	30	NO CHANGE
75	Whittier Blvd.	Montebello Blvd. to 5th St.	0.19	25,231	35	30	30	NO CHANGE



Table 2
Speed Survey Summary (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Adjustment
76	Whittier Blvd.	5th St. to Van Norman Rd.	0.54	28,302	37	30	30	NO CHANGE
77	Wilcox Ave.	Via Campo to Hay St.	0.39	29,140	37	35	35	NO CHANGE
78	Wilcox Ave.	Hay St. to Lincoln Ave.	0.30	21,123	35	30	30	NO CHANGE
79	Wilcox Ave.	Lincoln Ave. to Beverly Blvd.	0.25	19,452	36	30	30	NO CHANGE
80	Wilcox Ave.	Beverly Blvd. to Whittier Blvd.	0.51	13,422	36	35	35	NO CHANGE

Note: Justifications are presented in remarks section of the engineering and traffic survey sheets contained in Appendix 'C'



Table 3
Survey supports current posted speed limit - NO CHANGE

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
3	Avenida de la Merced	Lincoln Ave. to Poplar Ave	0.55	2,714	34	35	35	Safe route to school zone, stop controlled intersections justify keeping existing speed limit to the 85th percentile speed.
4	Avenida de la Merced	Poplar Ave. to Montebello Blvd.	0.45	2,443	38	35	35	Safe route to school zone, bike lanes, 3 accidents justify reduction to the 85th percentile speed.by 3 MPH
5	Beverly Blvd.	West City Limit to Findlay Ave.	0.33	23,823	40	35	35	Numerous commercial driveways, safe route to school zone and limited visibility justify reducing the 85th percentile speed by 5 MPH
6	Beverly Blvd.	Findlay Ave. to Garfield Ave.	0.24	26,173	41	35	35	Numerous commercial driveways, safe route to school zone, vertical curve and limited visibility justify reducing the 85th percentile speed by 6 MPH.
7	Beverly Blvd.	Garfield Ave. to Wilcox Ave.	0.68	25,817	40	35	35	Numerous commercial driveways, uncontrolled crosswalk, vertical curves and limited visibility justify reducing the 85th percentile speed by 5 MPH.
8	Beverly Blvd.	Wilcox Ave. to Maple Ave.	0.50	44,902	39	35	35	Numerous commercial driveways, uncontrolled crosswalk, vertical curves and limited visibility justify reducing the 85th percentile speed by 4 MPH.
9	Beverly Blvd.	Maple Ave. to Montebello Blvd.	0.50	41,917	39	35	35	Numerous commercial driveways, uncontrolled crosswalk, vertical curves and limited visibility justify reducing the 85th percentile speed by 4 MPH
10	Beverly Blvd.	Montebello Blvd. to East City Limit	0.80	29,381	38	35	35	Numerous commercial driveways, uncontrolled crosswalk and limited visibility justify reducing the 85th percentile speed by 3 MPH.
11	Bluff Rd.	Whittier Blvd. to Washington Blvd.	1.31	8,546	34	25	25	Numerous residential driveways, horizontal curve, and limited visibility justify reducing the 85th percentile speed by 8 MPH.
12	Bluff Rd.	Washington Blvd. to Sycamore St.	0.77	1,167	33	25	25	Numerous residential driveways, horizontal curves, and limited visibility justify reducing the 85th percentile speed by 8 MPH



Table 3
Survey supports current posted speed limit - NO CHANGE (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
13	Concourse Blvd.	Beverly Blvd. to Madison Ave.	0.27	1,581	34	25	25	Numerous residential driveways, horizontal curve, and limited visibility justify reducing the 85th percentile speed by 9 MPH.
14	Concourse Blvd.	Madison Ave. to Whittier Blvd.	0.27	4,438	35	25	25	Numerous residential driveways, horizontal curve, and limited visibility justify reducing the 85th percentile speed by 10 MPH.
15	Findlay Ave.	Via Campo to Beverly Blvd.	0.61	834	30	25	25	SRTS, Narrow Street width, Speed Bumps, and Numerous residential driveways justify reducing the rounded 85th percentile speed by 5 MPH.
16	Findlay Ave.	Beverly Blvd. to South City Limit	0.22	2,783	26	25	25	SRTS, Narrow Street width, Speed Bumps, and Numerous residential driveways justify reducing the rounded 85th percentile speed by 5 MPH.
17	Garfield Ave.	Pomona Blvd. to Beverly Blvd.	0.65	30,650	43	40	40	SRTS, cross streets, and numerous residential driveways justify reducing the 85th percentile speed by 3 MPH.
18	Garfield Ave.	Beverly Blvd. to Whittier Blvd.	0.91	29,586	42	40	40	SRTS, cross streets, and numerous residential driveways justify reducing the 85th percentile speed by 2 MPH.
19	Greenwood Ave.	Washington Blvd. to Oakwood St.	0.48	11,183	41	40	40	SRTS, cross streets, and numerous residential driveways justify reducing the 85th percentile speed by 2 MPH.
20	Greenwood Ave.	Mines Ave. to Washington Blvd.	0.63	17,418	40	40	40	Residential area, numerous driveways and crosswalks justify keeping the 85th percentile speed.
21	Greenwood Ave.	Oakwood St. to Telegraph Rd.	0.70	22,049	42	40	40	Residential area, numerous driveways and crosswalks justify reducing the 85th percentile speed by 2 MPH.
22	Greenwood Ave.	Whittier Blvd. to Olympic Blvd.	0.26	8,608	33	30	30	Residential area, numerous driveways and uncontrolled crosswalks justify reducing the 85th percentile speed by 3 MPH.



Table 3
Survey supports current posted speed limit - NO CHANGE (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
23	Greenwood Ave.	Olympic Blvd. to Montebello Way	0.28	10,693	30	25	25	Numerous driveways, horizontal curves, at-grade rail road crossing and limited visibility justify reducing the 85th percentile speed by 5 MPH.
24	Hay St.	Wilcox Ave. to Via Acosta	0.43	4,870	27	25	25	Numerous driveways, safe route to school, speed humps, limited visibility and horizontal curves justify the 85th percentile speed by 2 MPH.
25	Hay St.	Via Acosta to Via Corona	0.23	3,167	24	25	25	Numerous driveways, safe route to school, limited visibility, and horizontal and vertical curves justify the 85th percentile speed reduction by 1 MPH.
27	Howard Ave.	Lincoln Ave. to Beverly Blvd.	0.25	3,270	32	30	30	Numerous driveways, two-way turn lanes, justify reducing the 85th percentile speed by 2 MPH.
28	Jefferson Blvd.	Howard Ave. to Montebello Blvd.	0.40	1,175	35	35	35	Residential area, driveways and controlled crosswalks justify maintaining the 85th percentile speed 35 MPH.
30	Lincoln Ave.	Maple Ave. to Montebello Blvd.	0.50	13,310	36	35	35	Numerous driveways and controlled crosswalk justify maintaining speed limit near the 85th percentile speed of 36 MPH.
33	Lincoln Ave.	Avenida de la Merced to San Gabriel Blvd.	1.13	6,590	39	35	35	Controlled cross streets, driveways and crosswalk justify maintaining existing speed reducing the 85th percentile speed by 4 MPH..
34	Mines Ave.	Vail Ave. to Greenwood Ave.	0.48	5,714	32	25	25	Numerous industrial truck driveways, multiple stop-controlled intersections and limited visibility justify reducing the 85th percentile speed by 7 MPH.
35	Mines Ave.	Greenwood Ave. to Montebello Blvd.	0.21	6,158	32	25	25	Numerous driveways and limited visibility justify reducing the 85th percentile speed by 7 MPH.
36	Mines Ave.	Montebello Blvd. to Bluff Rd.	0.33	3,840	37	25	25	Numerous driveways, uncontrolled crosswalks and limited visibility justify reducing the 85th percentile speed by 12 MPH.



Table 3
Survey supports current posted speed limit - NO CHANGE (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
37	Montebello Blvd.	Plaza Dr. to Paramount Blvd.	0.55	8,355	41	40	40	Numerous driveways, horizontal curve and limited visibility justify reducing the 85th percentile speed by 1 MPH.
38	Montebello Blvd.	Paramount Blvd. to Jefferson Blvd.	0.95	29,196	42	40	40	Horizontal curve justifies reducing the 85th percentile speed by 2 MPH.
39	Montebello Blvd.	Jefferson Blvd. to Lincoln Ave.	0.43	29,947	42	40	40	Horizontal curve justifies reducing the 85th percentile speed by 2 MPH.
40	Montebello Blvd.	Lincoln Ave. to Beverly Blvd.	0.25	26,006	41	40	40	Horizontal curve justifies reducing the 85th percentile speed by 1 MPH.
41	Montebello Blvd.	Beverly Blvd. to Madison Ave.	0.30	23,151	40	35	35	Numerous driveways, horizontal curve and limited visibility justify reducing the 85th percentile speed by 5 MPH.
42	Montebello Blvd.	Madison Ave. to Whittier Blvd.	0.30	13,146	38	35	35	Horizontal curve justifies reducing the 85th percentile speed by 3 MPH.
43	Montebello Blvd.	Whittier Blvd. to Truck Wy.	0.37	2,705	35	35	35	Numerous driveways, horizontal curve and limited visibility justify keeping the speed limit at the 85th percentile speed by 35 MPH.
44	Montebello Blvd.	Truck Wy. to Mines Ave.	0.22	1,423	32	30	30	Numerous driveways, horizontal curve and limited visibility justify reducing the 85th percentile speed by 2 MPH.
45	Montebello Blvd.	Mines Ave. to Washington Blvd.	0.63	2,032	35	30	30	Numerous driveways, uncontrolled crosswalk, horizontal curve and limited visibility justify reducing the 85th percentile speed by 5 MPH.
46	Montebello Blvd.	Washington Blvd. to Sycamore St.	0.78	590	26	25	25	Numerous driveways, and limited visibility justify reducing the 85th percentile speed by 1 MPH.



Table 3
Survey supports current posted speed limit - NO CHANGE (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
47	Montebello Wy.	Truck Wy. to Mines Ave.	0.30	14,140-	39	40	40	Construction Zone, Speeds and ADT counts could not be done. ADT is projected from 2016 counts. Numerous driveways, horizontal curve and limited visibility justify keeping existing limit near to the 85th percentile speed 39 MPH.
48	Olympic Blvd.	West City Limit to Maple Ave.	0.58	16,572	42	40	40	Uncontrolled crosswalk and horizontal curve justify reducing the 85th percentile speed by 2 MPH.
49	Olympic Blvd.	Maple Ave. to Montebello Blvd.	0.51	3,276	39	35	35	Uncontrolled crosswalks, numerous driveways and horizontal curve justify reducing the 85th percentile speed by 4 MPH.
50	Olympic Blvd.	Montebello Blvd. to 4th St.	0.24	582	36	35	35	Uncontrolled crosswalk and truck traffic justify reducing the 85th percentile speed by 1 MPH.
51	Paramount Blvd.	North City Limit to SR 60 Freeway	0.40	29,811	40	35	35	Horizontal and vertical curves justify application of a 5 MPH reduction to the 85th percentile speed.
53	Pickering Wy.	Olympic Blvd. to Ferguson Dr.	0.25	849	34	30	30	Numerous driveways, horizontal curve and limited visibility justify reducing the 85th percentile speed by 4 MPH.
56	Potrero Grande Dr.	Arroyo Dr. to South City Limit	0.48	21,361	40	40	40	Limited driveways, minor horizontal curve and clear visibility justify keeping existing speed limit near the 85th percentile speed of 40 MPH.
58	Slauson Ave.	Telegraph Rd. to Bluff Rd.	0.21	51,216	35	35	35	Limited driveways, minor horizontal curve and visibility justify keeping the speed limit at the 85th percentile speed 40 MPH.
59	Telegraph Rd.	Church Rd. to Greenwood Ave.	0.53	37,631	42	45	45	Clear visibility justifies keeping existing speed limit near the 85th percentile speed by 42 MPH.
60	Telegraph Rd.	Greenwood Ave. to Slauson Ave.	0.42	45,137	44	45	45	Clear visibility justifies keeping existing speed limit near the 85th percentile speed by 44 MPH.



Table 3
Survey supports current posted speed limit - NO CHANGE (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
61	Union St.	Greenwood Ave. to Chapin Rd.	0.46	3,706	25	25	25	On-street parking, numerous driveways, limited visibility and heavy truck usage justify a speed limit at the 85th percentile speed of 25 MPH.
62	Vail Ave.	Beverly Blvd. to Whittier Blvd.	0.51	3,320	31	25	25	Numerous driveways, school zone, speed humps justify reducing the 85th percentile speed by 6 MPH.
63	Vail Ave.	Whittier Blvd. to Olympic Blvd.	0.18	8,772	29	25	25	Numerous driveways and school zone justify reducing the 85th percentile speed by 4 MPH.
64	Vail Ave.	Olympic Blvd. to Washington Blvd.	0.90	10,493	32	30	30	Numerous driveways, uncontrolled crosswalks, railroad crossing justify reducing the 85th percentile speed by 2 MPH.
65	Vail Ave.	Washington Blvd. to South City Limit	0.82	5,671	32	30	30	Numerous driveways, school zone justify reducing the 85th percentile speed by 2 MPH.
66	Via Campo	West City Limit to Findlay Ave.	0.35	5,137	44	35	35	Traffic merging from freeway ramp and local streets and limited visibility justify a 7 MPH reduction to the 85th percentile speed.
67	Via Campo	Findlay Ave. to Garfield Ave.	0.46	11,105	42	35	35	Numerous driveways and limited visibility justify a 7 MPH reduction to the 85th percentile speed.
68	Via Campo	Garfield Ave. to Vail Ave.	0.69	18,255	41	35	35	Numerous driveways and truck traffic justify reducing the 85th percentile speed by 6 MPH.
69	Washington Blvd.	East City Limit to Greenwood Ave.	0.77	32,323	40	40	40	Controlled driveways, and clear visibility justify keeping the speed limit at the 85th percentile speed by 40 MPH.
70	Washington Blvd.	Greenwood Ave. to West City Limit	0.50	35,743	40	40	40	Controlled driveways, and clear visibility justify keeping the speed limit at the 85th percentile speed by 40 MPH.



Table 3
Survey supports current posted speed limit - NO CHANGE (Continued)

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
71	Westmoreland Dr.	Wilcox Ave. to Vail Ave.	0.31	5,957	34	25	25	Numerous driveways, safe route to school, horizontal and vertical curves and limited visibility justify reducing the 85th percentile speed by 9 MPH.
72	Whittier Blvd.	Garfield Ave. to 19th St.	0.51	25,423	39	30	30	Numerous driveways and a uncontrolled crosswalk justify reducing the 85th percentile speed by 9 MPH.
73	Whittier Blvd.	19th St. to Greenwood Ave.	0.56	24,775	36	30	30	Numerous driveways, safe routes to school, and uncontrolled crosswalks justify reducing the 85th percentile speed by 6 MPH.
74	Whittier Blvd.	Greenwood Ave. to Montebello Blvd.	0.22	27,181	37	30	30	Numerous driveways, safe routes to school, and uncontrolled crosswalks justify reducing the 85th percentile speed by 7 MPH.
75	Whittier Blvd.	Montebello Blvd. to 5th St.	0.19	25,231	35	30	30	Numerous commercial driveways, on-street parking, uncontrolled crosswalk and limited visibility justify a 5 MPH reduction to the 85th percentile speed.
76	Whittier Blvd.	5th St. to Van Norman Rd.	0.54	28,302	37	30	30	Numerous commercial driveways, on-street parking, uncontrolled crosswalks and limited visibility justify a 7 MPH reduction to the 85th percentile speed.
77	Wilcox Ave.	Via Campo to Hay St.	0.39	29,140	37	35	35	Numerous driveways, horizontal and vertical curves, safe route to school and limited visibility justify reducing the 85th percentile speed by 7 MPH.
78	Wilcox Ave.	Hay St. to Lincoln Ave.	0.30	21,123	35	30	30	Numerous driveways, horizontal and vertical curves, school, safe route to school and limited visibility justify reducing the 85th percentile speed by 5 MPH
79	Wilcox Ave.	Lincoln Ave. to Beverly Blvd.	0.25	19,452	36	30	30	Numerous driveways, horizontal and vertical curves, safe route to school and limited visibility justify reducing the 85th percentile speed by 6 MPH.
80	Wilcox Ave.	Beverly Blvd. to Whittier Blvd.	0.51	13,422	36	35	35	Numerous driveways, safe route to school and on-street parking justify reducing the 85th percentile speed by 1 MPH.



Table 4
Survey speeds differ from posted speed, limit can be JUSTIFIED

No.	Street	Segment	Length in Miles	ADT	85th Percentile (mph)	Posted Speed Limit	Recom'd Speed Limit	Justification
1	Arroyo Dr	Potrero Grande Dr. to Paramount Blvd.	0.56	5,613	35	30	35	Limited driveways, signalized intersections justify increase to the 85th percentile speed.
2	Arroyo Dr	Paramount Blvd. to Rose Glen Ave..	0.60	2,546	35	25	35	Limited driveways, signalized intersections, zero accidents justify increase to the 85th percentile speed.
26	Howard Ave.	Jefferson Blvd. to Lincoln Ave.	0.40	1,218	36	35	30	Residential area, numerous driveways and uncontrolled crosswalks justify reducing the 85th percentile speed by 6 MPH.
29	Lincoln Ave.	Wilcox Ave. to Maple Ave.	0.50	12,595	31	25	30	Controlled crosswalks, driveways and existing conditions justify increasing speed limit near the 85th percentile speed of 31 MPH
31	Lincoln Ave.	Montebello Blvd. to Victoria Ave.	0.70	6,036	31	25	35	Controlled crosswalks, driveways, justify increasing speed limit near the 85th percentile speed of 31 MPH.
32	Lincoln Ave.	Victoria Ave. to Avenida de la Merced	0.40	6,925	35	25	35	Controlled crosswalks, driveways, justify increasing speed limit near the 85th percentile speed of 35 MPH.
52	Paramount Blvd.	SR 60 Freeway to Montebello Blvd.	0.19	29,785	38	40	35	Horizontal curve justify application of a 5 MPH reduction to the 85th percentile speed.
54	Poplar Ave.	Lincoln Ave. to Beverly Blvd.	0.29	4,611	36	25	30	On-street parking, numerous driveways, limited visibility and an uncontrolled crosswalk justify a 6 MPH reduction to the 85th percentile.
55	Poplar Ave.	Beverly Blvd. to Poplar Way	0.46	3,906	33	25	30	On-street parking, numerous driveways, limited visibility and an uncontrolled crosswalk justify a 3 MPH reduction to the rounded 85th percentile.
57	Rea Dr.	Beverly Blvd. to Lincoln Ave.	0.44	4,620	34	25	30	On-street parking, horizontal and vertical curves, limited visibility and the park justify a 4 MPH reduction to the 85th percentile.

Note: Justifications are presented in remarks section of the engineering and traffic survey sheets contained in Appendix 'C'



Appendix 'A'
Average Daily Traffic (ADT) Volumes



Appendix 'B' Engineering and Traffic Survey Sheets



Appendix 'C'
Engineering and Traffic Survey Field Data Sheets



Appendix 'D'
Radar Speed Gun Operator and Radar Gun Certifications



ITEM # 4

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager
BY: Cesar Roldan, Director of Public Works
**SUBJECT: REVIEW OF 30% DESIGN OF CP-905 OLYMPIC BOULEVARD
COMPLETE STREETS PROJECT**
DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Review and comment on the 30% design of CP-905 Olympic Boulevard Complete Streets project.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

The proposed bicycle and pedestrian improvements along Olympic Boulevard are consistent with the City's adopted Complete Streets policies and statewide best practices. Complete Streets principles emphasize designing and operating streets to enable safe, comfortable, and convenient travel for all users, including pedestrians, bicyclists, motorists, transit riders, children, seniors, and individuals with disabilities.

The City initiated the Olympic Boulevard Complete Streets Feasibility Study to evaluate safety, mobility, and accessibility needs along a 1.3-mile corridor between the western City limit and 4th Street. Olympic Boulevard is a key east–west arterial with an Average Daily Traffic (ADT) ranging from 6,000 to 15,300 vehicles per day and a posted speed limit of 35–40 mph.

Between January 1, 2020, and December 31, 2024, the corridor experienced 65 reported collisions. Collision patterns show concentrations of:

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 2 of 4

- Improper turning collisions (14 identified corridor-wide)
- Speed-related collisions, particularly between Allston Street and Maple Avenue
- Bicycle-involved collisions, including wrong-way riding (e.g., Greenwood Avenue, Cedar Court)

Multiple intersections also feature long pedestrian crossing distances (often 90–95 feet) and missing ADA-compliant curb ramps.

DISCUSSION:

1. Corridor wide Findings

The study identifies systemic corridor needs including:

- Excessive pedestrian crossing distances up to 95 feet
- Multiple unprotected crosswalks
- Missing ADA curb ramps at many side streets
- Bike safety issues including wrong-side riding collisions
- High turning-movement conflict locations

2. Location-Specific Safety Issues Sample summaries from the feasibility study include:

- Northside/Southside Dr: 3 collisions, including 2 broadside and 1 severe injury from an improper-turning northbound left turn; 90-ft crossing distance.
- Maple Avenue: 7 collisions including right-of-way violations and broadside crashes; located on a designated Bike Boulevard.
- Vail Avenue: 14 collisions, including fixed-object and turning-movement collisions.
- Greenwood Avenue: 9 collisions including 2 bicycle collisions (1 wrong-way, 1 improper turning).
- Allston Street, Park Avenue, and Taylor Avenue: Unprotected crosswalks with crossing distances ranging from 78 to 95 ft, high ADT, and missing ADA ramps.

3. Proposed Countermeasures

Based on collision patterns and roadway conditions, the following improvements are recommended:

- Shortened pedestrian crossing distances via curb extensions, median refuges, or lane reconfiguration.
- ADA-compliant curb ramps at all non-compliant intersections.

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 3 of 4

- Enhanced crosswalk treatments (e.g., enhanced signage, RRFB consideration where warranted).
- Speed mitigation improvements in the Alliston Street–Maple Avenue segment.
- Turn-movement conflict reduction measures at Vail Avenue, Maple Avenue, and Greenwood Avenue.
- Bicycle safety upgrades, especially where bike-related collisions were observed.

PUBLIC OUTREACH

The engineering design team implemented a robust public engagement program during the preliminary engineering phase to ensure that community members, corridor businesses, and roadway users have opportunities to provide meaningful input. The engineering design team hosted informational meetings to present collision findings, proposed safety treatments, and preliminary engineering concepts. Workshops were held at accessible locations within walking distance of the project corridor.

Based on the above-mentioned information, 30% conceptual plans were drafted (Attachment A). By prioritizing the safety of the most vulnerable users, pedestrians, bicyclists, and people with mobility challenges, the project advances the City's commitment to a balanced, multimodal transportation network in alignment with established Complete Streets principles.

ANALYSIS:

N/A

ENVIRONMENTAL IMPACT:

The recommended actions are not a project under the California Environmental Quality Act (CEQA) because they consist of preliminary evaluation and data collection activities that do not result in physical changes. Future project phases will undergo appropriate CEQA review.

CONCLUSION:

The Olympic Boulevard corridor shows clear safety and accessibility needs, supported by collision data and site conditions. Attachment A identifies significant opportunities to improve safety, mobility, and accessibility along Olympic Boulevard. Upon receiving the recommendations and reviewing comments from the Traffic and Safety Commissioners, staff will provide the design team with the suggested modifications. Advancing the project into 60–90% and final design will allow the City to refine concepts, develop cost estimates, and competitively pursue external funding to implement Complete Streets-aligned improvements.

ATTACHMENT(S)

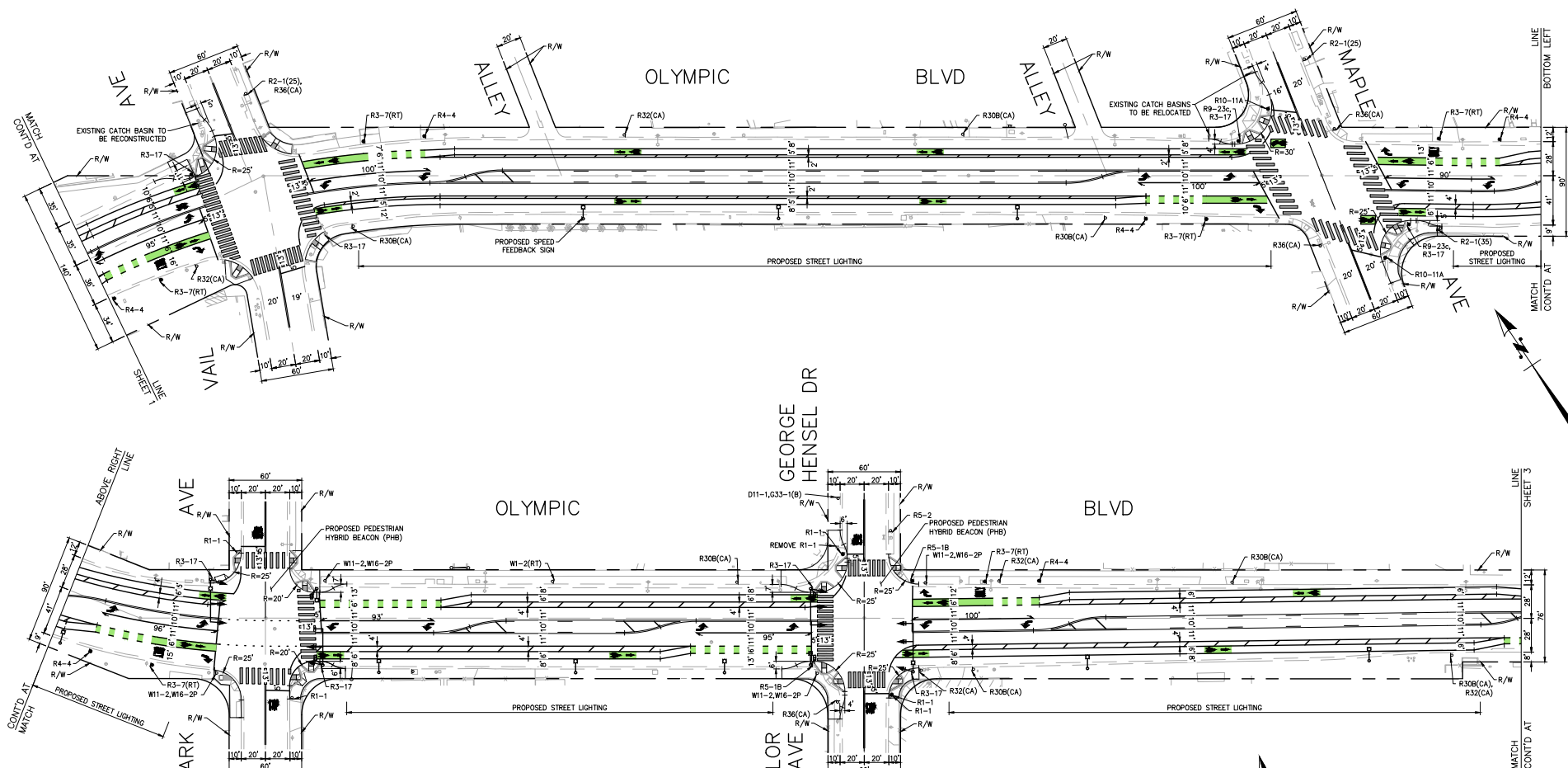
1. Attachment A - 30% CP-905 Olympic Boulevard Complete Streets Project Plans

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29,
2026**

Page 4 of 4

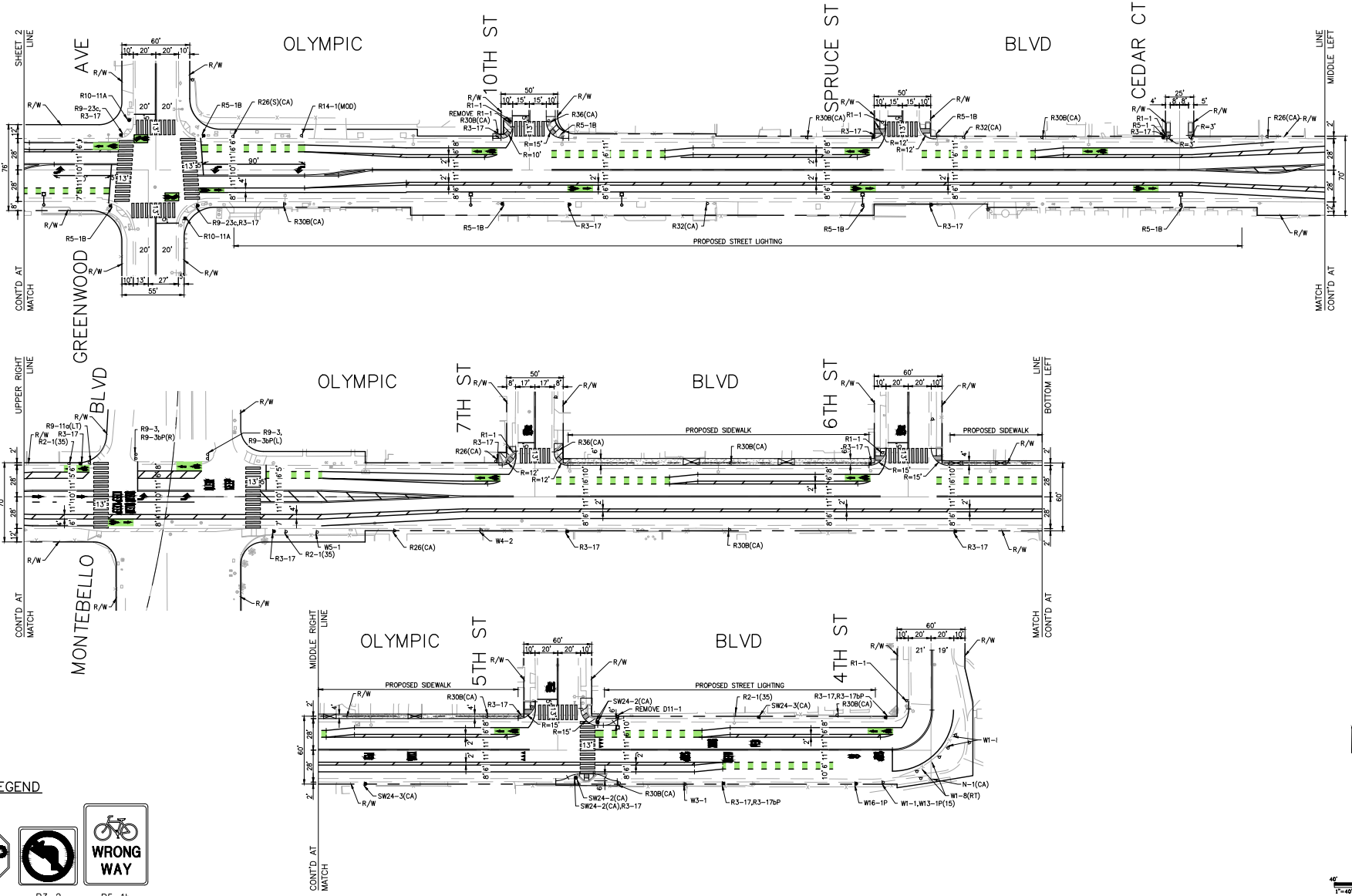
NEXT STEPS:

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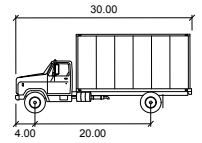
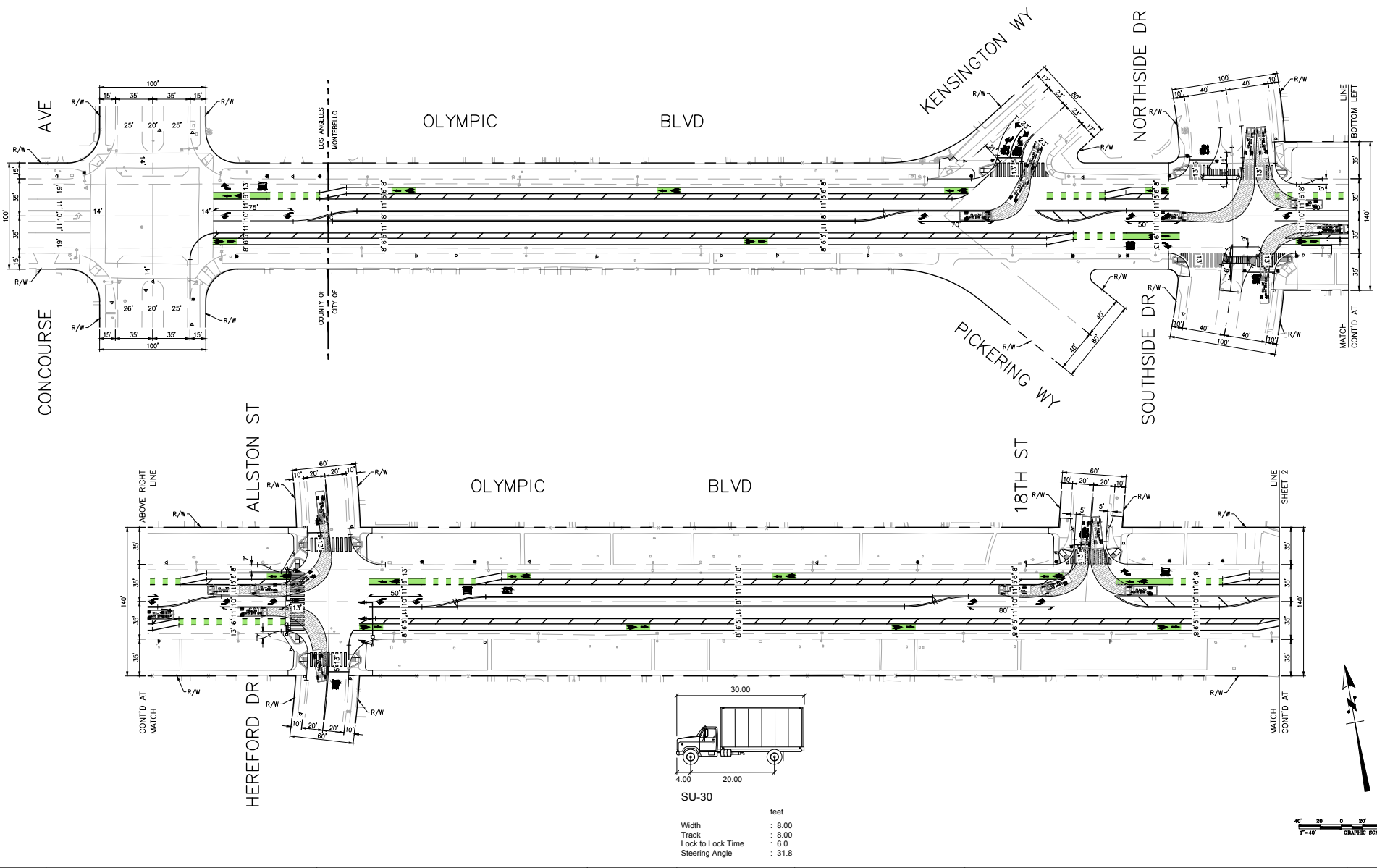


SIGN LEGEND



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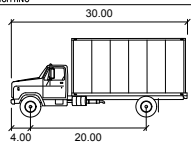
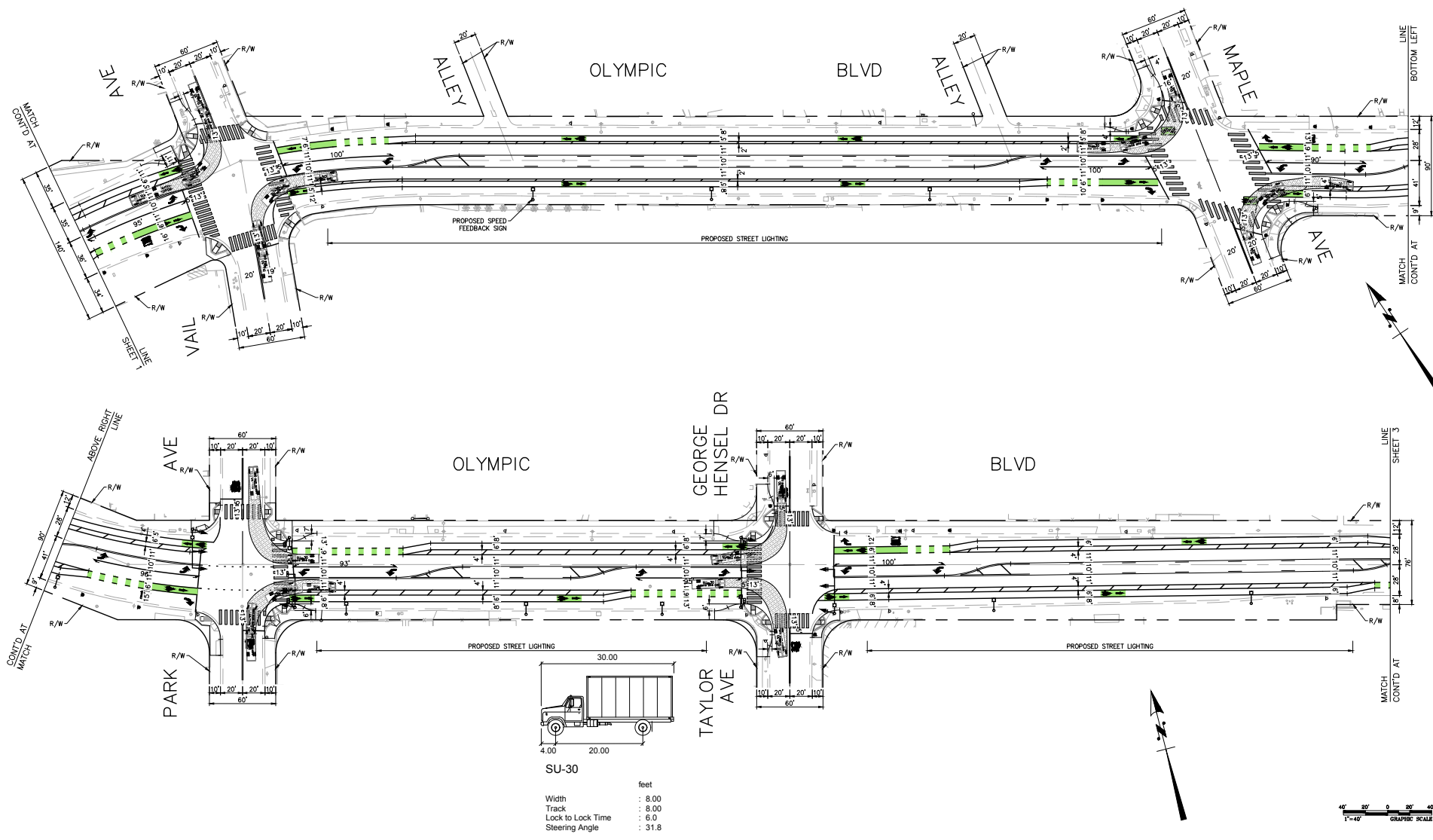
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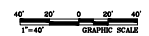
OLYMPIC BOULEVARD COMPLETE STREETS FEASIBILITY STUDY
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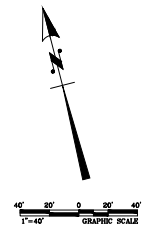
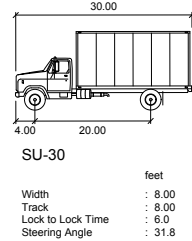
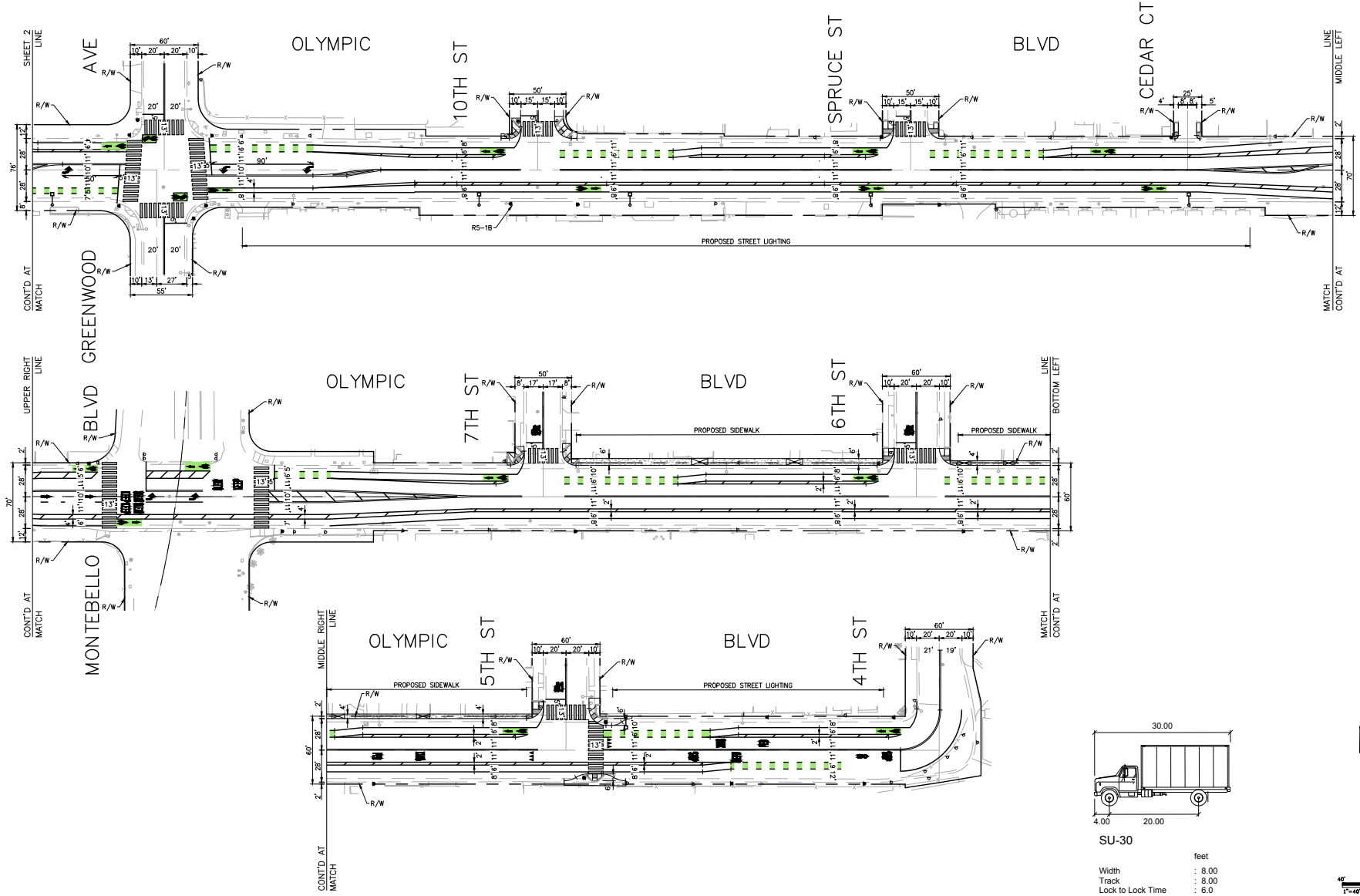
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ENGINEERING DIVISION

OLYMPIC BOULEVARD COMPLETE STREETS FEASIBILITY STUDY
 CONCEPTUAL DESIGN
 OLYMPIC BOULEVARD BETWEEN
 VAIL AVENUE AND GREENWOOD AVENUE

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 CHECKED BY: GSC DATE: 3/16/26

CITY OF MONTEBELLO

ENGINEERING DIVISION

OLYMPIC BOULEVARD COMPLETE STREETS FEASIBILITY STUDY
 CONCEPTUAL DESIGN
 OLYMPIC BOULEVARD BETWEEN
 GREENWOOD AVENUE AND MONTEBELLO BOULEVARD

SS-03
 Sheet 3 of 3A



ITEM # 5

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager

BY:
**SUBJECT: NORTH VAIL AVE AND WEST CLEVELAND AVE INTERSECTION
STOP SIGN IMPROVEMENTS COMPLETION**

DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Approve the Director of Public Works' recommendation to modify the four-way stop with LED-flashing solar stop signs at the intersection of North Vail Avenue and West Cleveland Avenue.

FISCAL IMPACT:

N/A

BACKGROUND/DISCUSSION:

The completion of the stop sign improvements at the intersection of North Vail Avenue and West Cleveland Avenue is justified based on safety needs, equipment obsolescence, and operational requirements affecting a high-priority school zone.

First, the previous in-pavement roadway lighting system at this intersection had become non-functional and could not be repaired or replaced. As noted in the project background, the manufacturer, LightGuard Systems, confirmed that the system's components are outdated and no longer supported, making continued reliance on the technology infeasible. The removal of this equipment during the Vail Avenue repaving project created an immediate need for an alternative traffic control enhancement to maintain pedestrian and driver safety.

Second, the intersection is located in close proximity to two major school facilities approximately 500 feet from Montebello High School and at the northwest corner of

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 2 of 4

Montebello Intermediate School resulting in significant daily pedestrian activity before and after school hours. This elevated level of vulnerable-user traffic increases the risk associated with limited visibility, driver inattention, and inconsistent gap-yielding behavior. Enhancing traffic control at this location aligns with the City's responsibility to protect student safety and to mitigate collision risk in designated school zones.

Third, the installation of LED-flashing solar stop signs and reflective pole tape directly addresses visibility concerns identified at the intersection. As documented in the existing conditions, these enhancements improve daytime and nighttime sign conspicuity, perform effectively in adverse weather, and deliver continuous visual reinforcement to drivers approaching the stop-controlled approaches. The use of solar-powered LED technology further reduces maintenance demands and ensures consistent operation without reliance on wired power sources or specialized components, providing long-term reliability.

Collectively, the loss of the previously installed In-Roadway Warning Light (IRWL) system, the safety needs of a high-pedestrian school area, and the demonstrated performance benefits of the new LED-flashing stop signs provide a strong justification for approving the project's completion. These improvements represent a cost-effective, operationally sustainable, and safety-enhancing solution for this critical intersection.

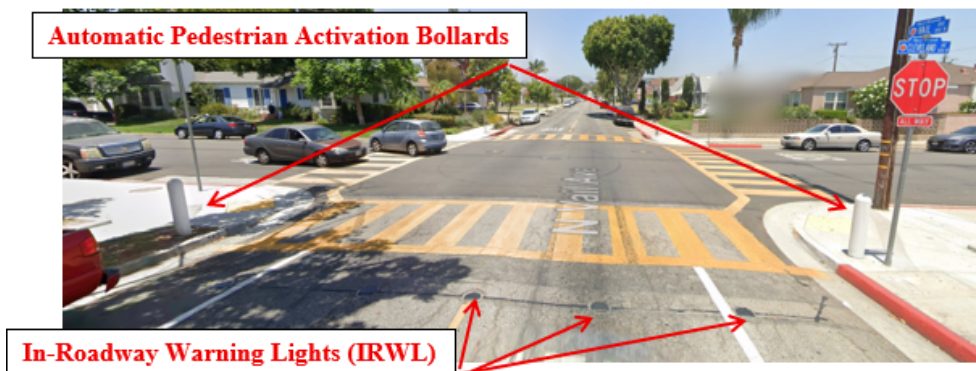


Figure 1 – N Vail Ave & W Cleveland Ave – North Bound



Figure 2 – N Vail Ave & W Cleveland Ave – South Bound

EXISTING CONDITIONS:

To enhance traffic safety and improve driver awareness, Public Works maintenance staff installed LED-flashing solar stop signs at the intersection. These devices improve visibility during nighttime conditions, adverse weather, and at intersections with elevated safety concerns. Additionally, reflective tape was applied to the stop sign poles to further increase visibility. The tape improves sign recognition by reflecting vehicle headlights, particularly in low-light conditions.



Figure 3 – Flashing Solar LED Edge Lit Stop Sign



Figure 4 – N Vail Ave & W Cleveland Ave – South Bound



Figure 5 – N Vail Ave & W Cleveland Ave – North Bound

ANALYSIS:

N/A

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

The installation of LED-flashing solar stop signs and reflective pole tape has been successfully completed at the intersection of North Vail Avenue and West Cleveland Avenue. These upgrades significantly enhance intersection visibility, improve driver awareness, and increase safety, particularly for students and pedestrians near the adjacent school campuses.

ATTACHMENT(S)

None

NEXT STEPS:



ITEM # 6

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Barnes
Traffic Engineer

**SUBJECT: ALL-WAY STOP SIGN STUDY AT THE INTERSECTION OF SOUTH
SPRUCE STREET AND WEST LOS ANGELES AVENUE**

DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of South Spruce Street and West Los Angeles Avenue; and
2. Approve the Traffic Engineers' recommendation to deny the request for an all-way stop sign at South 5th Street and West Los Angeles Avenue but install 20 feet of red curb on each intersection approach starting at the BCR (beginning of curb ramp) to comply with the Daylighting Law and refresh the other existing red curb in the intersection.

FISCAL IMPACT:

The estimated cost for the recommended improvements is \$500. There are adequate funds in the Public Works maintenance budget.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install stop signs at the intersection of South Spruce Street and West Los Angeles Avenue, creating an all-way stop-controlled intersection.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 2 of 6

multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signals.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; and
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.
- E. Other criteria that may be considered in the stop sign engineering study include the need to control left-turn conflicts; and the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volume.

EXISTING CONDITIONS:

West Los Angeles Avenue is an east-west local residential street with a prima facie speed limit of 25 miles per hour (MPH) and has no stop signs installed at its intersection with South Spruce Street. South Spruce Street is a north-south two-lane residential street with stop signs which intersects with West Los Angeles Avenue. Montebello Christian School is located 0.3 miles away from the intersection. Figure 1 provides an aerial satellite view of the intersection while figures 2 and 3 illustrate the street view conditions looking from the west and east intersection approach and Figures 4 and 5 in the north and south directions, respectively. There is an existing red curb at four corners of the intersection of South Spruce Street and West Los Angeles Avenue.

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 3 of 6

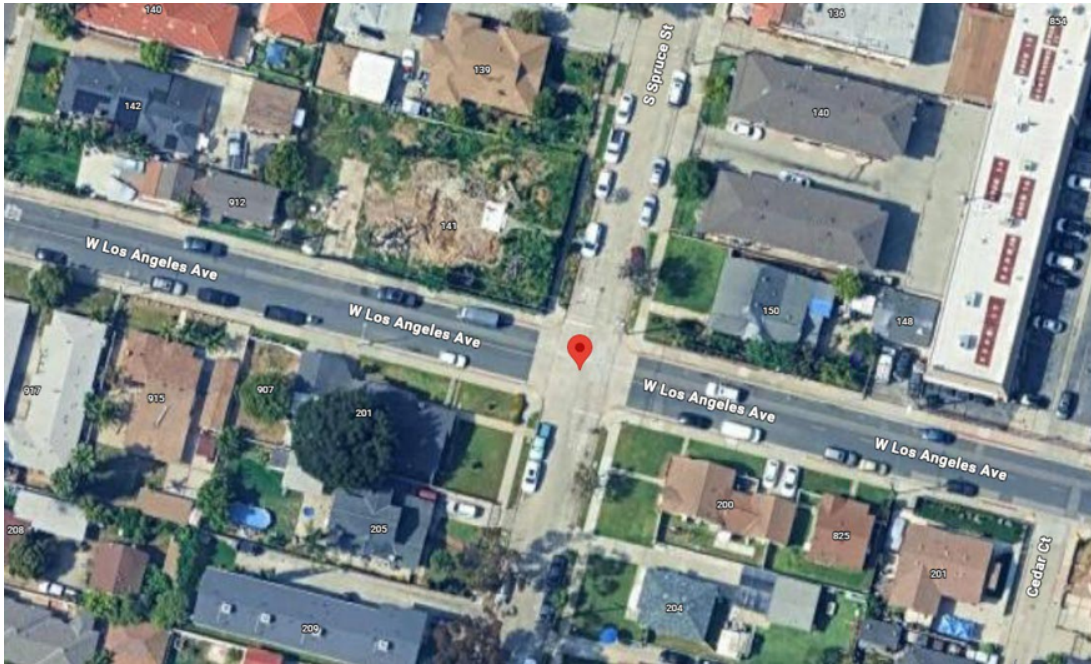


Figure 1 — Aerial View of S Spruce St and W Los Angeles Ave



Figure 2 — Street View of S Spruce St & W Los Angeles Ave Looking West



Figure 3 — Street View of W Los Angeles Ave at S 5th St Looking East



Figure 4 — Street View of S Spruce St and W Los Angeles Ave Looking North

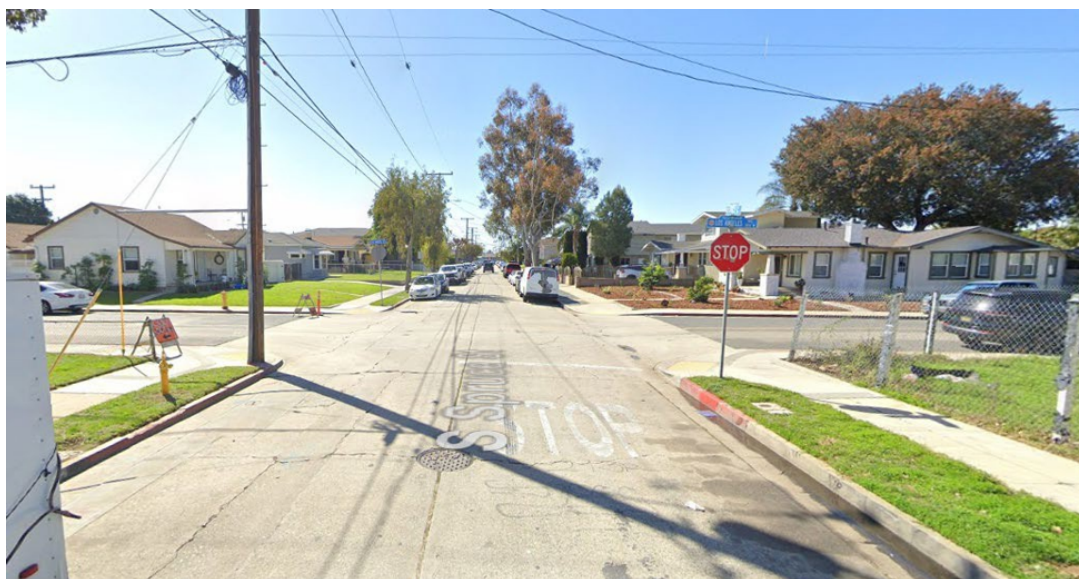


Figure 5 — Street View of S Spruce St and W Los Angeles Ave Looking South

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the all-way stop sign analysis to determine if the intersection meets the warrant requirements to install all-way stop controls.

Average Daily Traffic (ADT): 24-hour approach traffic volume counts (ADT) were collected from Tuesday—Thursday, May 5, 2026, to May 7, 2026, at the intersection. The results of the new average daily traffic (ADT) volume counts show that Spruce Street south of Los Angeles Avenue recorded 860 vehicles per day. The ADT on Spruce Street north of Los Angeles Avenue is 388. Los Angeles Avenue west of Spruce Street has an ADT count of 1,966. Los Angeles Avenue east of Spruce Street has an ADT count of 1,303. These traffic volumes do meet the traffic volume warrants for an all-way stop sign as stated on page two of this report. See Attachment C, Stop Sign Worksheet for a detailed summary of the warrant study criteria and recorded traffic volumes.

Pedestrians Using the Intersection: Included in the collection of traffic volume count data, pedestrians and bicycles were counted on each leg of the intersection in the morning from 7–9 am and 4–6 pm in the afternoon. The morning peak hours recorded a total of 14 pedestrians and 28 pedestrians were observed in the afternoon.

Collision Data: The most recent available citywide collision records were collected between December 31, 2022, to December 31, 2025, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. **The collision data revealed zero prior injury accidents at the intersection in a three-year period.** The (SWITRS) record report is attached to this report.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available data information, presented facts, and a review of the accident history, the all-way stop sign warrant study concluded that the South 5th Street and West Los Angeles Avenue intersection **does not satisfy the required warrants to justify an All-Way Stop Sign Intersection by the installation of Stop signs on West Los Angeles Avenue at South Spruce Street.**

RECOMMENDATIONS

In summary, the Traffic Engineer's recommendations are as follows:

- Receive and file an all-way stop sign study for the intersection of South Spruce Street and West Los Angeles Avenue.
- Approve the City Traffic Engineer's recommendation to deny the request for an All-Way stop sign intersection at South Spruce Street and West Los Angeles Avenue.
- Install 20 feet of red curb on each intersection approach starting at the BCR to comply with the Daylighting Law in AB 413 and refresh the other existing red curb in the intersection.

LEGAL REQUIREMENT

Assembly Bill 413 legislation "*prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.*"

ATTACHMENT(S)

1. Attachment A - SWITRS Query & Map
2. Attachment B - City Traffic Counters
3. Attachment C - Stop Sign Warrants

NEXT STEPS:

Selected Criteria

Date & Location

Date 12/31/2022 - 12/31/2025
County Los Angeles
City Montebello



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File Name : SpruceSt_LosAngelesAve
Site Code : 00000000
Start Date : 5/5/2026
Page No : 1

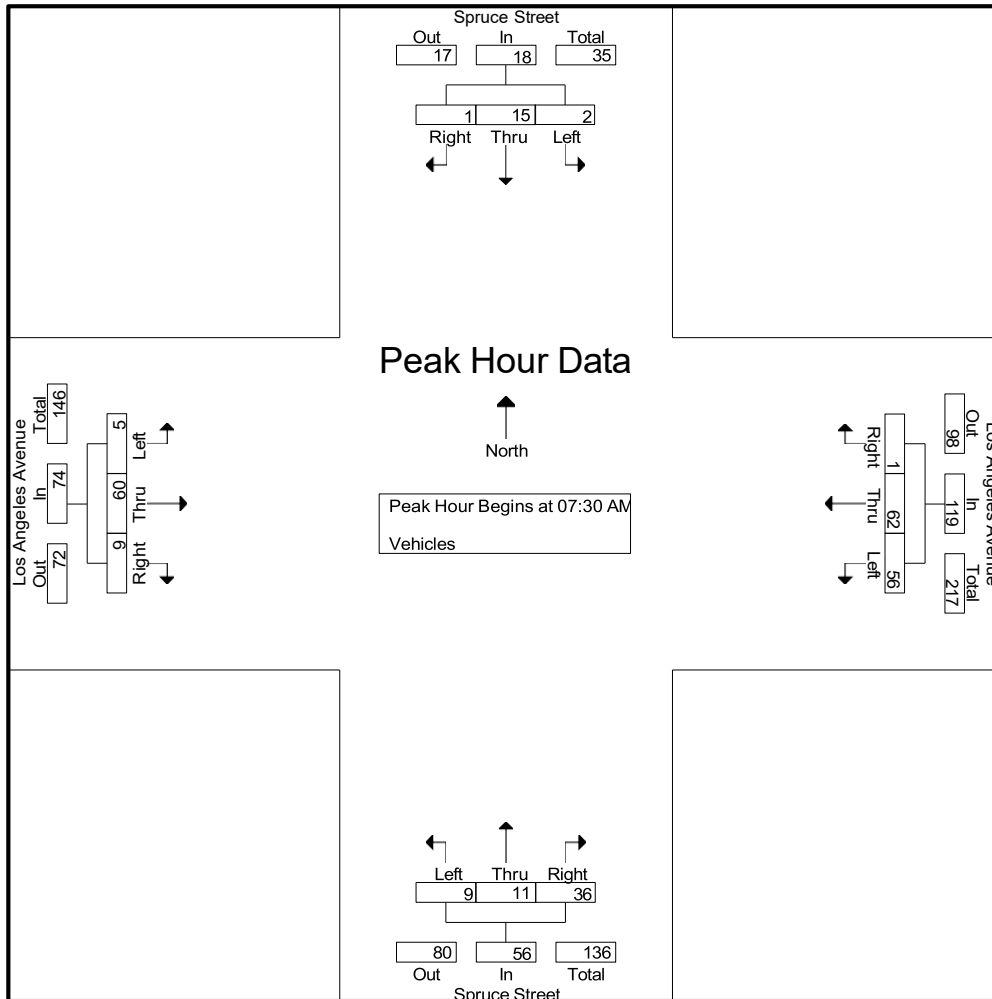
Groups Printed- Vehicles

Start Time	Spruce Street Southbound			Los Angeles Avenue Westbound			Spruce Street Northbound			Los Angeles Avenue Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	0	1	7	12	2	1	1	3	0	7	1	36
07:15 AM	0	1	0	10	21	1	3	1	5	1	9	0	52
07:30 AM	0	4	0	13	8	0	0	4	12	2	12	0	55
07:45 AM	2	3	0	10	20	0	3	4	6	3	14	3	68
Total	3	8	1	40	61	3	7	10	26	6	42	4	211
08:00 AM	0	5	0	13	15	1	4	3	10	0	10	3	64
08:15 AM	0	3	1	20	19	0	2	0	8	0	24	3	80
08:30 AM	0	3	0	8	11	2	1	4	3	1	16	1	50
08:45 AM	0	3	2	9	12	1	1	7	7	0	9	2	53
Total	0	14	3	50	57	4	8	14	28	1	59	9	247
04:00 PM	0	3	3	7	19	0	4	5	17	3	49	2	112
04:15 PM	1	5	2	7	16	0	1	4	21	0	56	0	113
04:30 PM	1	2	1	10	19	0	2	6	24	0	56	0	121
04:45 PM	1	2	1	5	22	1	0	5	16	3	72	3	131
Total	3	12	7	29	76	1	7	20	78	6	233	5	477
05:00 PM	2	1	2	14	19	1	1	3	21	1	73	3	141
05:15 PM	1	3	5	15	18	1	0	4	23	2	66	3	141
05:30 PM	1	0	2	5	15	1	2	3	15	1	86	1	132
05:45 PM	3	2	2	10	16	2	2	2	16	0	68	1	124
Total	7	6	11	44	68	5	5	12	75	4	293	8	538
Grand Total	13	40	22	163	262	13	27	56	207	17	627	26	1473
Apprch %	17.3	53.3	29.3	37.2	59.8	3	9.3	19.3	71.4	2.5	93.6	3.9	
Total %	0.9	2.7	1.5	11.1	17.8	0.9	1.8	3.8	14.1	1.2	42.6	1.8	

CITY TRAFFIC COUNTERS
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File Name : SpruceSt_LosAngelesAve
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 2

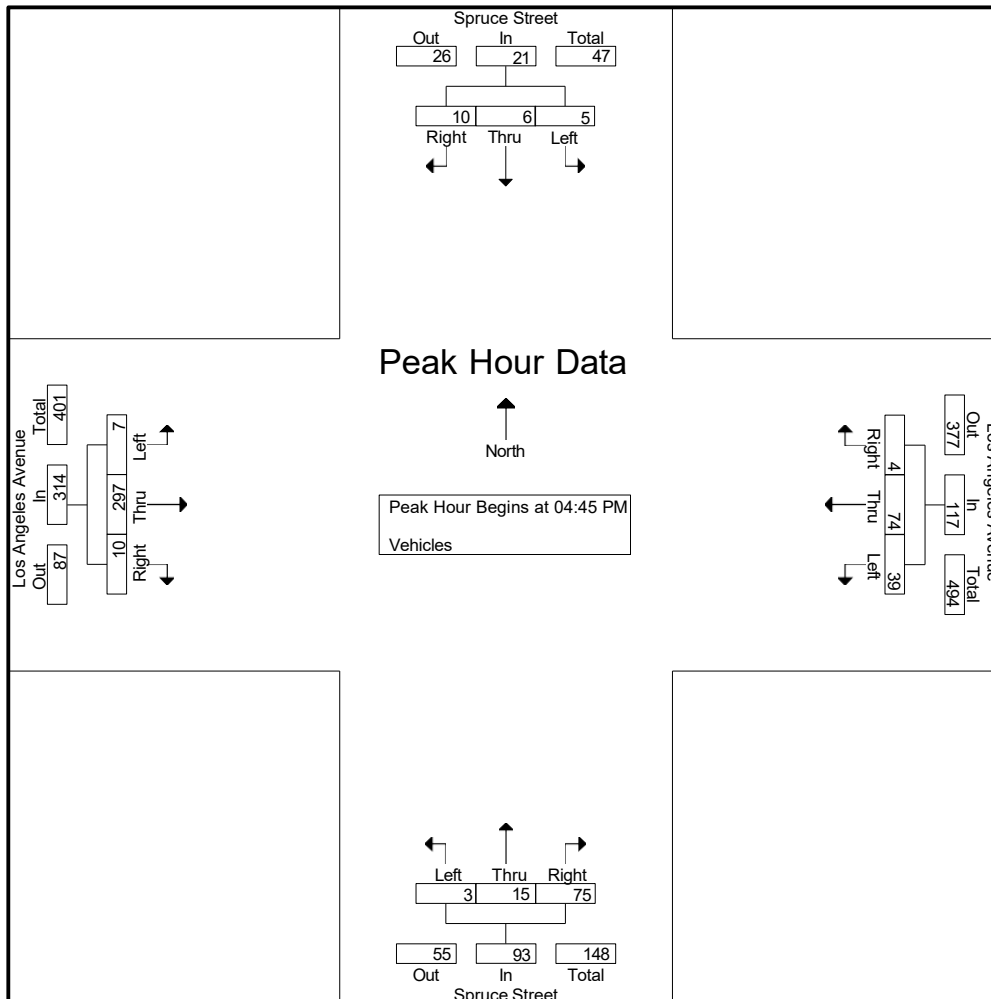
Start Time	Spruce Street Southbound				Los Angeles Avenue Westbound				Spruce Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	0	4	13	8	0	21	0	4	12	16	2	12	0	14	55
07:45 AM	2	3	0	5	10	20	0	30	3	4	6	13	3	14	3	20	68
08:00 AM	0	5	0	5	13	15	1	29	4	3	10	17	0	10	3	13	64
08:15 AM	0	3	1	4	20	19	0	39	2	0	8	10	0	24	3	27	80
Total Volume	2	15	1	18	56	62	1	119	9	11	36	56	5	60	9	74	267
% App. Total	11.1	83.3	5.6		47.1	52.1	0.8		16.1	19.6	64.3		6.8	81.1	12.2		
PHF	.250	.750	.250	.900	.700	.775	.250	.763	.563	.688	.750	.824	.417	.625	.750	.685	.834



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 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 3

Start Time	Spruce Street Southbound				Los Angeles Avenue Westbound				Spruce Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	2	1	4	5	22	1	28	0	5	16	21	3	72	3	78	131
05:00 PM	2	1	2	5	14	19	1	34	1	3	21	25	1	73	3	77	141
05:15 PM	1	3	5	9	15	18	1	34	0	4	23	27	2	66	3	71	141
05:30 PM	1	0	2	3	5	15	1	21	2	3	15	20	1	86	1	88	132
Total Volume	5	6	10	21	39	74	4	117	3	15	75	93	7	297	10	314	545
% App. Total	23.8	28.6	47.6		33.3	63.2	3.4		3.2	16.1	80.6		2.2	94.6	3.2		
PHF	.625	.500	.500	.583	.650	.841	1.00	.860	.375	.750	.815	.861	.583	.863	.833	.892	.966



CITY TRAFFIC COUNTERS
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File Name : SpruceSt_LosAngelesAve_BP
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 1

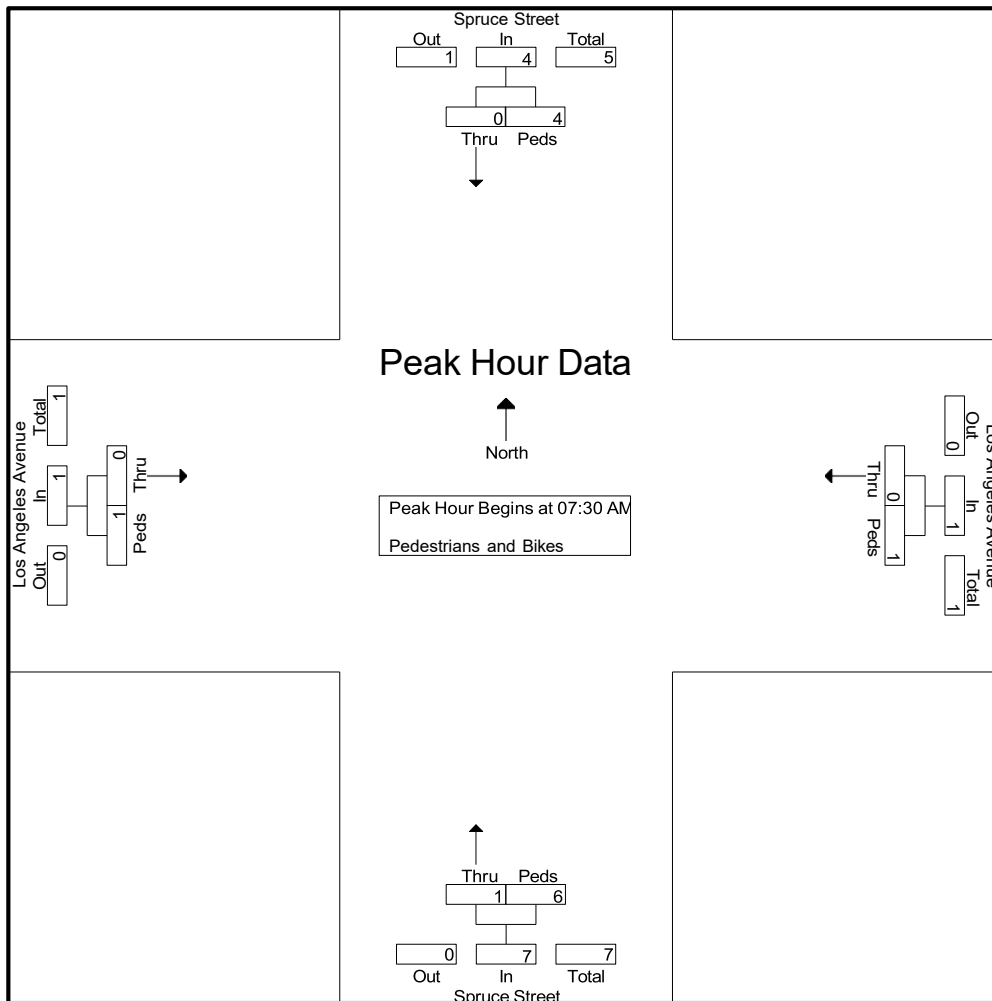
Groups Printed- Pedestrians and Bikes

Start Time	Spruce Street North Leg		Los Angeles Avenue East Leg		Spruce Street South Leg		Los Angeles Avenue West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	2	0	0	0	0	0	0	2
07:15 AM	0	1	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	0	0	0	1	2
07:45 AM	0	1	0	1	1	1	0	0	4
Total	0	5	0	1	1	1	0	1	9
08:00 AM	0	0	0	0	0	5	0	0	5
08:15 AM	0	2	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	0	1
08:45 AM	0	1	0	0	0	1	0	0	2
Total	0	3	0	0	0	7	0	0	10
04:00 PM	0	0	0	0	1	3	0	0	4
04:15 PM	0	2	0	0	0	0	0	3	5
04:30 PM	0	5	0	0	0	3	0	2	10
04:45 PM	2	2	0	0	1	0	0	0	5
Total	2	9	0	0	2	6	0	5	24
05:00 PM	0	1	0	0	1	0	0	0	2
05:15 PM	0	1	0	0	0	0	0	0	1
05:30 PM	1	2	0	0	0	1	0	0	4
05:45 PM	0	1	1	0	1	2	0	0	5
Total	1	5	1	0	2	3	0	0	12
Grand Total	3	22	1	1	5	17	0	6	55
Apprch %	12	88	50	50	22.7	77.3	0	100	
Total %	5.5	40	1.8	1.8	9.1	30.9	0	10.9	

CITY TRAFFIC COUNTERS
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File Name : SpruceSt_LosAngelesAve_BP
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 2

Start Time	Spruce Street North Leg			Los Angeles Avenue East Leg			Spruce Street South Leg			Los Angeles Avenue West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	1	1	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	1	1	0	1	1	1	1	2	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	5	5	0	0	0	5
08:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	4	0	1	1	1	6	7	0	1	1	13
% App. Total	0	100		0	100		14.3	85.7		0	100		
PHF	.000	.500	.500	.000	.250	.250	.250	.300	.350	.000	.250	.250	.650



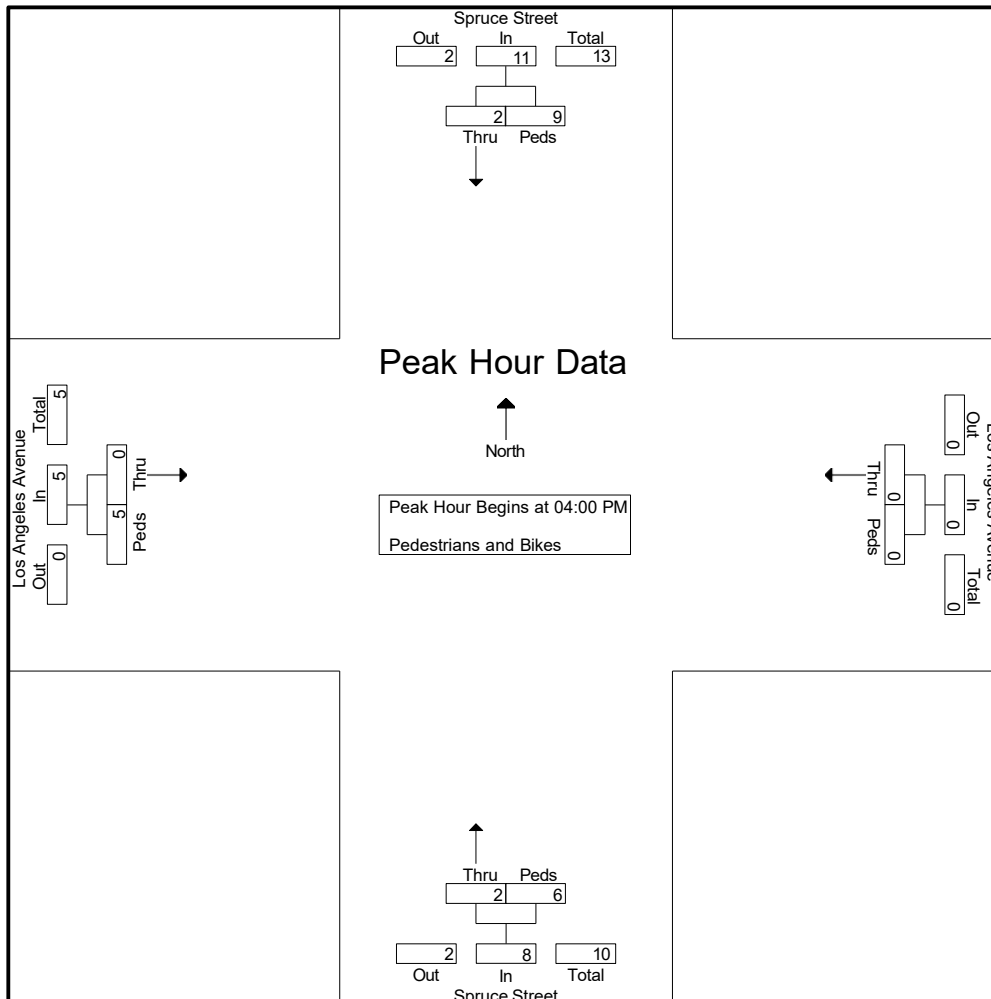
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 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 3

Start Time	Spruce Street North Leg			Los Angeles Avenue East Leg			Spruce Street South Leg			Los Angeles Avenue West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	3	4	0	0	0	4
04:15 PM	0	2	2	0	0	0	0	0	0	0	3	3	5
04:30 PM	0	5	5	0	0	0	0	3	3	0	2	2	10
04:45 PM	2	2	4	0	0	0	1	0	1	0	0	0	5
Total Volume	2	9	11	0	0	0	2	6	8	0	5	5	24
% App. Total	18.2	81.8		0	0		25	75		0	100		
PHF	.250	.450	.550	.000	.000	.000	.500	.500	.500	.000	.417	.417	.600

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



CITY TRAFFIC COUNTERS
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Los Angeles Avenue
 E/O Spruce Street

Start Time	5/6/2026 Wed	West		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	19		
12:15		0	22		
12:30		0	20		
12:45		1	24	2	85
01:00		2	8		
01:15		1	13		
01:30		2	24		
01:45		3	18	8	63
02:00		3	18		
02:15		5	28		
02:30		2	24		
02:45		0	16	10	86
03:00		2	17		
03:15		2	10		
03:30		3	17		
03:45		0	15	7	59
04:00		2	32		
04:15		2	19		
04:30		2	34		
04:45		4	21	10	106
05:00		4	22		
05:15		7	26		
05:30		10	26		
05:45		8	20	29	94
06:00		12	15		
06:15		15	27		
06:30		17	25		
06:45		12	10	56	77
07:00		18	17		
07:15		30	19		
07:30		22	10		
07:45		31	15	101	61
08:00		30	7		
08:15		40	15		
08:30		21	11		
08:45		21	7	112	40
09:00		19	4		
09:15		21	5		
09:30		20	4		
09:45		15	5	75	18
10:00		18	9		
10:15		18	9		
10:30		15	9		
10:45		32	2	83	29
11:00		33	3		
11:15		19	5		
11:30		17	1		
11:45		13	1	82	10
Total		575	728		
Percent		44.1%	55.9%		
Grand Total		575	728		
Percent		44.1%	55.9%		
ADT		ADT 1,303		AADT 1,303	

CITY TRAFFIC COUNTERS
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Los Angeles Avenue
 WO Spruce Street

Start Time	5/6/2026 Wed	East		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		5	18		
12:15		1	24		
12:30		1	20		
12:45		2	24	9	86
01:00		0	21		
01:15		1	20		
01:30		3	22		
01:45		5	33	9	96
02:00		4	31		
02:15		0	22		
02:30		1	35		
02:45		1	40	6	128
03:00		2	46		
03:15		0	37		
03:30		1	49		
03:45		2	72	5	204
04:00		2	80		
04:15		0	63		
04:30		2	68		
04:45		3	89	7	300
05:00		3	79		
05:15		2	70		
05:30		6	100		
05:45		0	78	11	327
06:00		5	76		
06:15		4	79		
06:30		4	38		
06:45		7	43	20	236
07:00		8	28		
07:15		10	19		
07:30		11	16		
07:45		17	16	46	79
08:00		13	13		
08:15		25	18		
08:30		17	22		
08:45		13	11	68	64
09:00		12	22		
09:15		16	10		
09:30		20	13		
09:45		11	10	59	55
10:00		7	9		
10:15		8	9		
10:30		7	5		
10:45		4	5	26	28
11:00		16	2		
11:15		14	6		
11:30		23	4		
11:45		29	3	82	15
Total		348	1618		
Percent		17.7%	82.3%		
Grand Total		348	1618		
Percent		17.7%	82.3%		
ADT		ADT 1,966		AADT 1,966	

CITY TRAFFIC COUNTERS
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Spruce Street
 N/O Los Angeles Avenue

Start Time	5/6/2026 Wed	South		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	1		
12:15		2	9		
12:30		0	11		
12:45		0	12	2	33
01:00		0	8		
01:15		0	6		
01:30		1	12		
01:45		0	0	1	26
02:00		0	1		
02:15		0	9		
02:30		0	2		
02:45		1	12	1	24
03:00		0	3		
03:15		0	4		
03:30		0	8		
03:45		0	10	0	25
04:00		0	9		
04:15		0	7		
04:30		0	4		
04:45		1	6	1	26
05:00		0	9		
05:15		4	5		
05:30		3	11		
05:45		3	4	10	29
06:00		2	12		
06:15		5	7		
06:30		5	5		
06:45		2	2	14	26
07:00		3	9		
07:15		4	1		
07:30		5	4		
07:45		7	7	19	21
08:00		5	7		
08:15		5	2		
08:30		6	2		
08:45		8	5	24	16
09:00		3	5		
09:15		6	6		
09:30		4	4		
09:45		7	1	20	16
10:00		3	0		
10:15		3	6		
10:30		3	2		
10:45		7	2	16	10
11:00		10	3		
11:15		1	0		
11:30		5	0		
11:45		7	2	23	5
Total		131	257		
Percent		33.8%	66.2%		
Grand Total		131	257		
Percent		33.8%	66.2%		
ADT		ADT 388		AADT 388	

Start Time	5/6/2026 Wed	North		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	12		
12:15		1	10		
12:30		0	16		
12:45		2	13	3	51
01:00		0	8		
01:15		0	12		
01:30		0	10		
01:45		0	20	0	50
02:00		0	12		
02:15		3	15		
02:30		0	23		
02:45		0	12	3	62
03:00		1	12		
03:15		0	18		
03:30		0	18		
03:45		0	21	1	69
04:00		0	25		
04:15		1	31		
04:30		1	37		
04:45		1	22	3	115
05:00		2	21		
05:15		1	30		
05:30		1	24		
05:45		2	22	6	97
06:00		5	21		
06:15		4	11		
06:30		3	17		
06:45		4	12	16	61
07:00		4	7		
07:15		8	12		
07:30		15	5		
07:45		12	8	39	32
08:00		16	5		
08:15		12	10		
08:30		7	6		
08:45		12	4	47	25
09:00		9	11		
09:15		8	7		
09:30		7	6		
09:45		9	6	33	30
10:00		12	5		
10:15		14	3		
10:30		14	5		
10:45		10	3	50	16
11:00		9	2		
11:15		9	4		
11:30		10	4		
11:45		12	1	40	11
Total		241	619		
Percent		28.0%	72.0%		
Grand Total		241	619		
Percent		28.0%	72.0%		
ADT		ADT 860		AADT 860	

MUTCD STOP SIGN - WARRANTS

City of Montebello Agency Los Angeles County Calc Check _____ Date 5/5/2026

Major St: W Los Angeles Ave Critical Approach Speed 25 mph
 Minor St: S Spruce St Critical Approach Speed 25 mph

Critical speed of major street traffic > 40 mph YES NO

Section A - Is a Stop Sign being used temporarily for a justified Traffic Signal? YES NO

Section B - Accident Experience

ACCIDENT HISTORY			
Minimum Requirement	2023	2024	2025
100% - 5 or More	0	0	0
80% - 4 or More			

100% SATISFIED YES NO
 80% SATISFIED YES NO

Section C1 - Minimum Vehicular Volume of Major Street 100% SATISFIED YES NO

80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS		7AM	8AM	9AM	10AM	11AM	NOON	1PM	2PM	Avg	U
	100%	80%										
Both Apprchs. Major Street	300		76	147	180	134	109	164	171	159	143	
Both Apprch. Minor Street	200		30	66	71	70	66	63	84	76	66	
		160										

Section C2 - Minimum Traffic Volume of Minor Street 100% SATISFIED YES NO

The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour 80% SATISFIED YES NO

Section C3 - Minimum Volume of C1 and C2 100% SATISFIED YES NO

If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values. 70% SATISFIED YES NO

Section D - Combination of Warrants **ALL SATISFIED** YES NO

Section B satisfied at 80% 80% SATISFIED YES NO

Section C1 satisfied at 80% 80% SATISFIED YES NO

Section C2 satisfied at 80% 80% SATISFIED YES NO

Options:

- A. The need to control left-turn conflicts; YES NO
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; YES NO

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; YES NO
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. YES NO
-

ARE MULTI-WAY STOP SIGNS RECOMMENDED AT THIS INTERSECTION? YES NO



ITEM # 7

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Barnes
Traffic Engineer

SUBJECT: ALL-WAY STOP SIGN STUDY AT THE INTERSECTION OF SOUTH 5TH STREET AND WEST LOS ANGELES AVENUE

DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Receive and file an all-way stop sign study for the intersection of South 5th Street and West Los Angeles Avenue; and
2. Approve the Traffic Engineers' recommendation to deny the request for an all-way stop sign at South 5th Street and West Los Angeles but install 20 feet of red curb on each intersection approach starting at the BCR (beginning of curb ramp) to comply with the Daylighting Law and refresh the other existing red curb in the intersection.

FISCAL IMPACT:

The estimated cost for the recommended improvements is \$500. There are adequate funds in the Public Works maintenance budget.

BACKGROUND/DISCUSSION:

The Public Works Department received a resident request to install stop signs at the intersection of South 5th Street and West Los Angeles Avenue, creating an all-way stop-controlled intersection, but it was not approved. It was requested to take a look at this request six months after the prior request.

Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 2 of 6

2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers Regulatory traffic control signs, including stop signs, must conform to the California Manual on Traffic Control Devices (MUTCD). The current version is Revision 8 of the 2014 Edition. Section 2B.07 of the MUTCD contains provisions on the application of multi-way stop control at an intersection. This multi-way stop warrant analysis considers the following criteria in the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of traffic control signals.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; and
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.
- E. Other criteria that may be considered in the stop sign engineering study include the need to control left-turn conflicts; and the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volume.

EXISTING CONDITIONS:

West Los Angeles Avenue is an east-west local residential street with a prima facie speed limit of 25 miles per hour (MPH) and has no stop signs installed at its intersection with South 5th Street. South 5th Street is a north-south two-lane residential street with stop signs which intersects with West Los Angeles Avenue. Montebello Christian School is located 0.1 miles away from the intersection. Figure 1 provides an aerial satellite view of the intersection while figures 2 and 3 illustrate the street view conditions looking from the west and east intersection approach and Figures 4 and 5 in the north and south directions, respectively. There is an existing red curb at three corners of the intersection of South 5th Street and West Los Angeles Avenue.

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 3 of 6

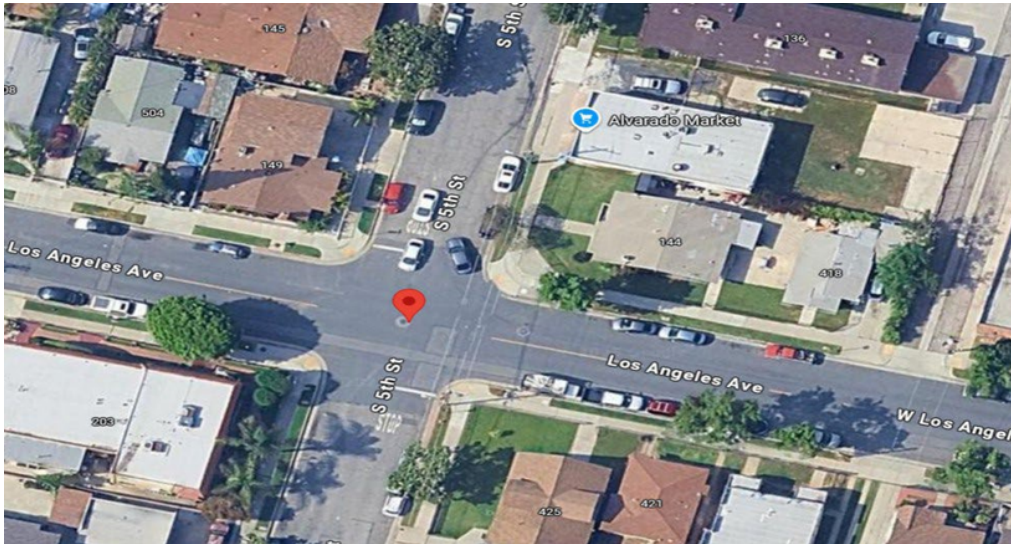


Figure 1 — Aerial View of S 5th St and W Los Angeles Ave



Figure 2 — Street View of S 5th St & W Los Angeles Ave Looking West



Figure 3 — Street View of W Los Angeles Ave at S 5th St Looking East



Figure 4 — Street View of S 5th St and W Los Angeles Ave Looking North



Figure 5 — Street View of S 5th St and W Los Angeles Ave Looking South

ANALYSIS:

Staff collected traffic volume counts and retrieved collision data to conduct the all-way

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 5 of 6

stop sign analysis to determine if the intersection meets the warrant requirements to install all-way stop controls.

Average Daily Traffic (ADT): 24-hour approach traffic volume counts (ADT) were collected from Tuesday—Thursday, May 5, 2026, to May 7, 2026, at the intersection. The results of the new average daily traffic (ADT) volume counts show that 5th Street south of Los Angeles Avenue recorded 316 vehicles per day. The ADT on 5th Street north of Los Angeles Avenue is 575. Los Angeles Avenue west of 5th Street has an ADT count of 2,726. Los Angeles Avenue east of 5th Street has an ADT count of 1,787. These traffic volumes do meet the traffic volume warrants for an all-way stop sign as stated on page two of this report. See Attachment C, Stop Sign Worksheet for a detailed summary of the warrant study criteria and recorded traffic volumes.

Pedestrians Using the Intersection: Included in the collection of traffic volume count data, pedestrians and bicycles were counted on each leg of the intersection in the morning from 7–9 am and 4–6 pm in the afternoon. The morning peak hours recorded a total of 18 pedestrians and 35 pedestrians were observed in the afternoon.

Collision Data: The most recent available citywide collision records were collected between December 31, 2022, to December 31, 2025, from the California Internet Statewide Integrated Traffic Records System (SWITRS) via the Transportation Injury Mapping System (TIMS) online tool. The collision data revealed one prior injury accident at the intersection in a three-year period. The (SWITRS) record report is attached to this report.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available data information, presented facts, and a review of the accident history, the all-way stop sign warrant study concluded that the South 5th Street and West Los Angeles Avenue intersection **does not satisfy the required warrants to justify an All-Way Stop Sign Intersection by the installation of Stop signs on West Los Angeles Avenue at South 5th Street.**

LEGAL REQUIREMENT

Assembly Bill 413 legislation “prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified.”

ATTACHMENT(S)

1. Attachment A - SWITRS Query & Map
2. Attachment B - City Traffic Counters
3. Attachment C - Stop Sign Warrants

**TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29,
2026**

Page 6 of 6

NEXT STEPS:

Selected Criteria

Date & Location

Date 12/31/2022 - 12/31/2025
County Los Angeles
City Montebello



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thSt_LosAngelesAve
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 1

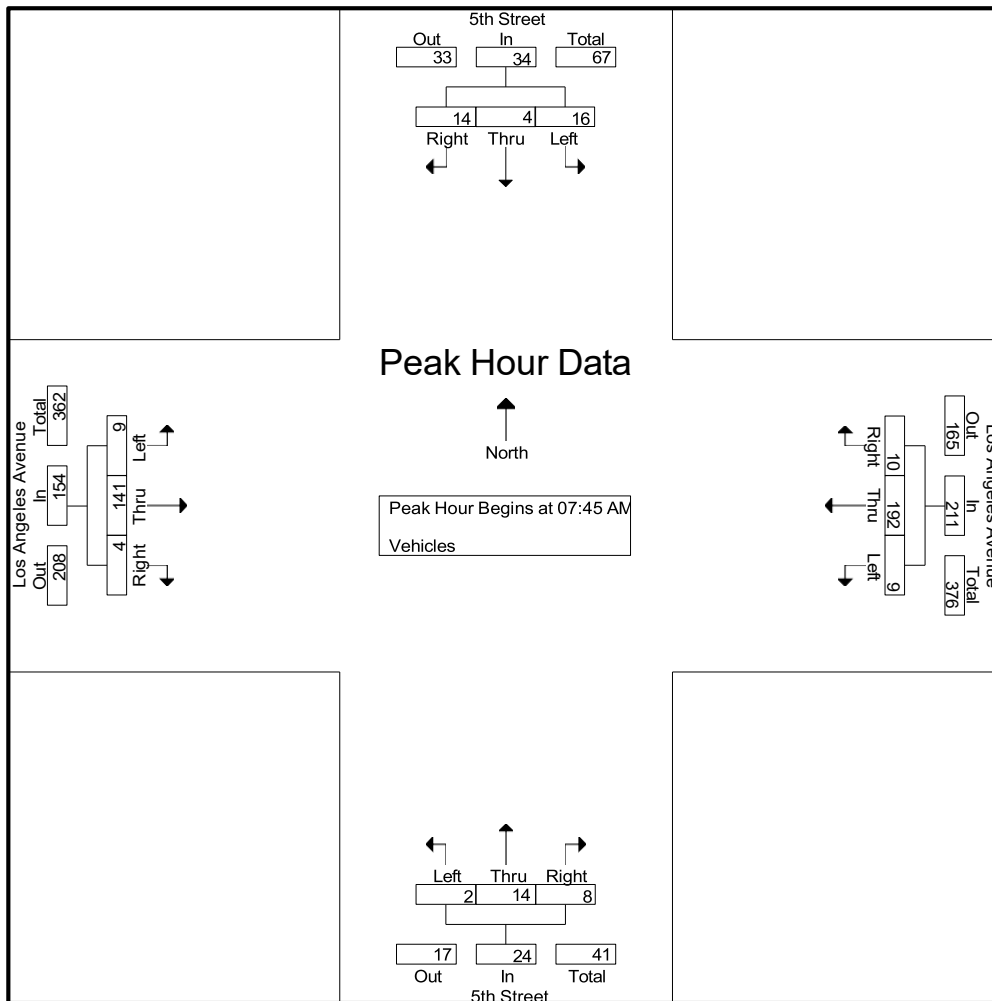
Groups Printed- Vehicles

Start Time	5th Street Southbound			Los Angeles Avenue Westbound			5th Street Northbound			Los Angeles Avenue Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	2	0	23	5	1	1	2	0	12	0	48
07:15 AM	3	0	2	2	45	4	3	4	2	1	16	0	82
07:30 AM	3	0	1	1	34	5	2	2	1	2	27	3	81
07:45 AM	3	1	4	1	54	5	1	9	6	3	23	0	110
Total	11	1	9	4	156	19	7	16	11	6	78	3	321
08:00 AM	3	1	3	2	56	4	0	1	0	2	31	1	104
08:15 AM	5	0	3	3	57	1	0	1	1	2	48	2	123
08:30 AM	5	2	4	3	25	0	1	3	1	2	39	1	86
08:45 AM	2	0	1	1	17	1	0	1	0	2	29	0	54
Total	15	3	11	9	155	6	1	6	2	8	147	4	367
04:00 PM	5	2	5	1	29	1	1	1	0	5	79	2	131
04:15 PM	7	2	6	1	22	4	1	3	0	5	79	4	134
04:30 PM	6	1	4	4	22	2	0	2	2	3	77	4	127
04:45 PM	8	2	5	3	25	6	1	5	0	5	80	4	144
Total	26	7	20	9	98	13	3	11	2	18	315	14	536
05:00 PM	8	4	3	0	25	4	1	1	1	4	102	3	156
05:15 PM	7	0	7	1	23	1	2	1	2	3	86	1	134
05:30 PM	7	1	3	4	23	4	0	1	2	6	86	4	141
05:45 PM	8	2	4	0	24	5	1	1	1	1	65	2	114
Total	30	7	17	5	95	14	4	4	6	14	339	10	545
Grand Total	82	18	57	27	504	52	15	37	21	46	879	31	1769
Apprch %	52.2	11.5	36.3	4.6	86.4	8.9	20.5	50.7	28.8	4.8	91.9	3.2	
Total %	4.6	1	3.2	1.5	28.5	2.9	0.8	2.1	1.2	2.6	49.7	1.8	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thSt_LosAngelesAve
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 2

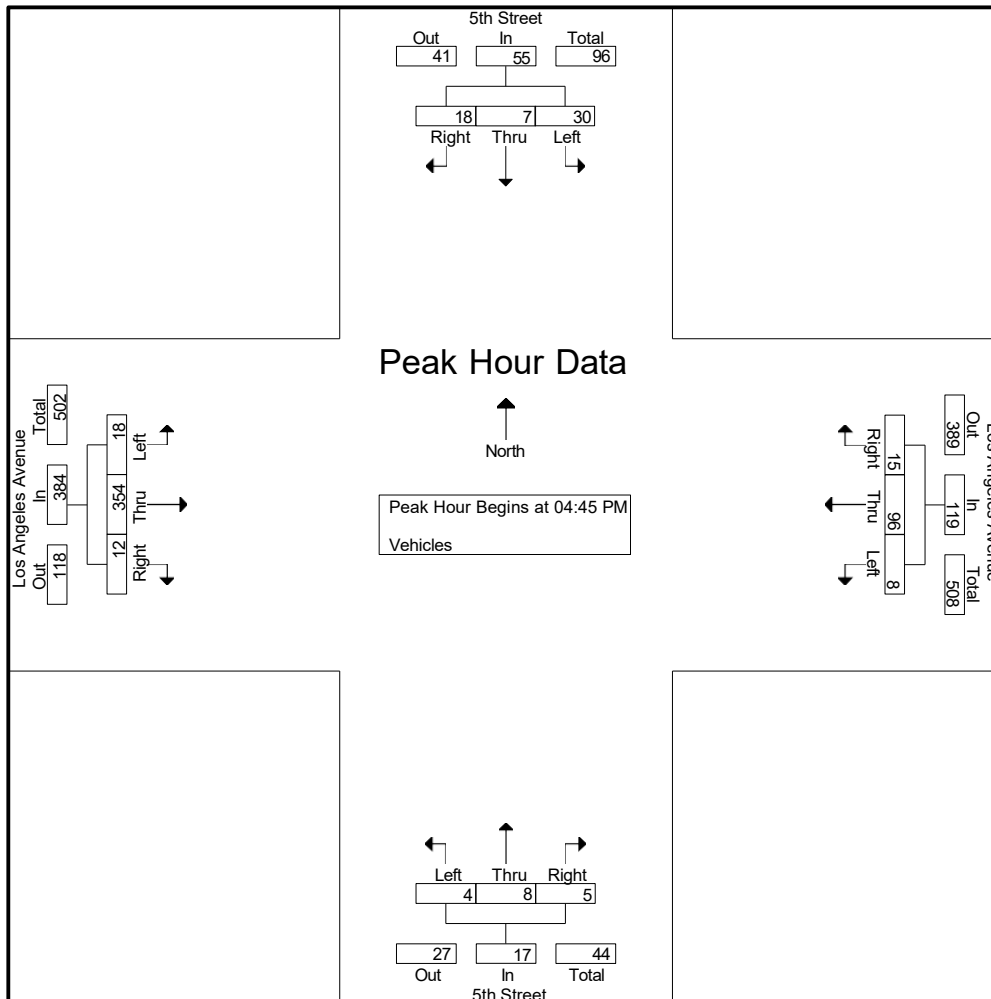
Start Time	5th Street Southbound				Los Angeles Avenue Westbound				5th Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	1	4	8	1	54	5	60	1	9	6	16	3	23	0	26	110
08:00 AM	3	1	3	7	2	56	4	62	0	1	0	1	2	31	1	34	104
08:15 AM	5	0	3	8	3	57	1	61	0	1	1	2	2	48	2	52	123
08:30 AM	5	2	4	11	3	25	0	28	1	3	1	5	2	39	1	42	86
Total Volume	16	4	14	34	9	192	10	211	2	14	8	24	9	141	4	154	423
% App. Total	47.1	11.8	41.2		4.3	91	4.7		8.3	58.3	33.3		5.8	91.6	2.6		
PHF	.800	.500	.875	.773	.750	.842	.500	.851	.500	.389	.333	.375	.750	.734	.500	.740	.860



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thSt_LosAngelesAve
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 3

Start Time	5th Street Southbound				Los Angeles Avenue Westbound				5th Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	2	5	15	3	25	6	34	1	5	0	6	5	80	4	89	144
05:00 PM	8	4	3	15	0	25	4	29	1	1	1	3	4	102	3	109	156
05:15 PM	7	0	7	14	1	23	1	25	2	1	2	5	3	86	1	90	134
05:30 PM	7	1	3	11	4	23	4	31	0	1	2	3	6	86	4	96	141
Total Volume	30	7	18	55	8	96	15	119	4	8	5	17	18	354	12	384	575
% App. Total	54.5	12.7	32.7		6.7	80.7	12.6		23.5	47.1	29.4		4.7	92.2	3.1		
PHF	.938	.438	.643	.917	.500	.960	.625	.875	.500	.400	.625	.708	.750	.868	.750	.881	.921



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thSt_LosAngelesAve_BP
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 1

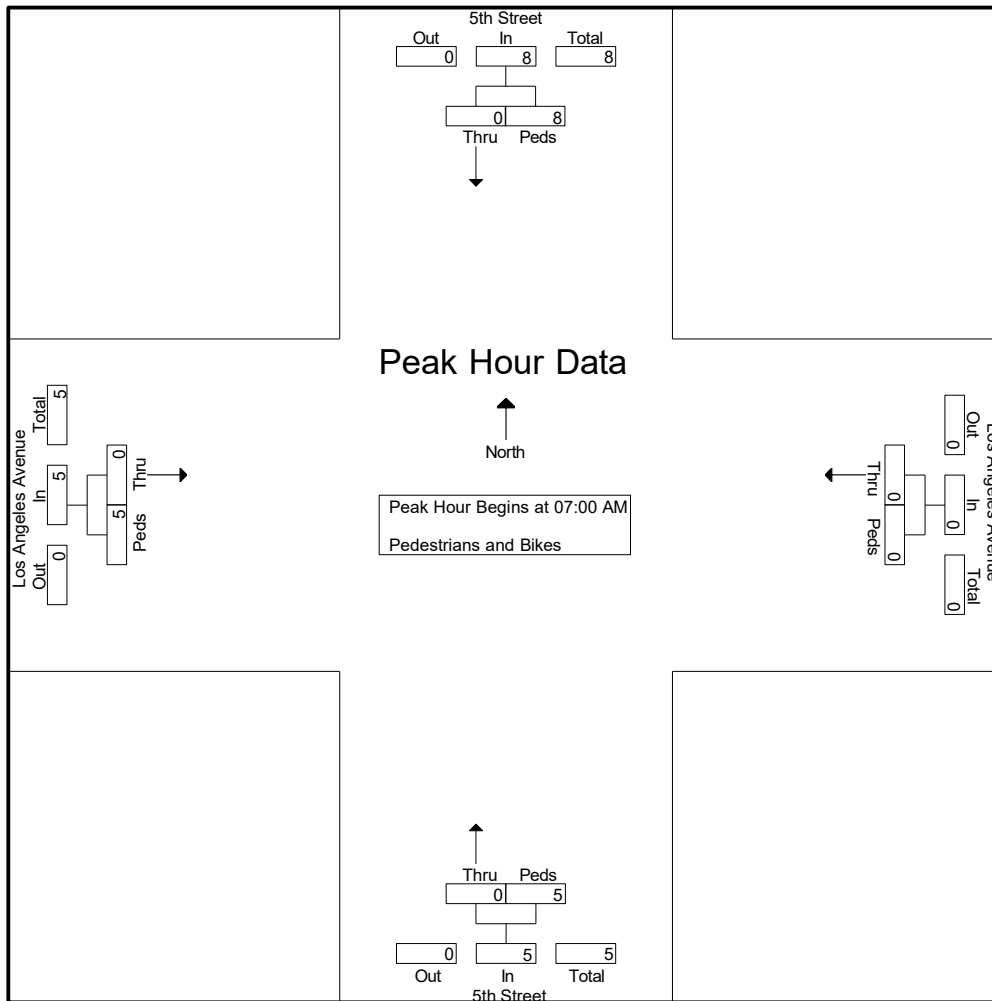
Groups Printed- Pedestrians and Bikes

Start Time	5th Street North Leg		Los Angeles Avenue East Leg		5th Street South Leg		Los Angeles Avenue West Leg		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	2	0	0	0	4	0	0	6
07:15 AM	0	4	0	0	0	0	0	2	6
07:30 AM	0	2	0	0	0	0	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	2
Total	0	8	0	0	0	5	0	5	18
08:00 AM	0	0	0	0	0	2	0	0	2
08:15 AM	1	0	0	1	0	0	0	0	2
08:30 AM	0	2	1	0	0	2	0	1	6
08:45 AM	0	0	0	2	0	1	0	0	3
Total	1	2	1	3	0	5	0	1	13
04:00 PM	1	1	0	5	0	5	0	0	12
04:15 PM	0	3	0	4	0	2	0	1	10
04:30 PM	0	3	0	1	0	0	0	0	4
Total	1	7	0	10	0	7	0	1	26
05:00 PM	0	6	0	0	0	0	0	2	8
05:15 PM	0	2	0	1	0	0	0	2	5
05:30 PM	1	0	1	3	2	3	0	2	12
05:45 PM	1	0	0	0	1	0	1	0	3
Total	2	8	1	4	3	3	1	6	28
Grand Total	4	25	2	17	3	20	1	13	85
Apprch %	13.8	86.2	10.5	89.5	13	87	7.1	92.9	
Total %	4.7	29.4	2.4	20	3.5	23.5	1.2	15.3	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thSt_LosAngelesAve_BP
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 2

Start Time	5th Street North Leg			Los Angeles Avenue East Leg			5th Street South Leg			Los Angeles Avenue West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	2	2	0	0	0	0	4	4	0	0	0	6
07:15 AM	0	4	4	0	0	0	0	0	0	0	2	2	6
07:30 AM	0	2	2	0	0	0	0	0	0	0	2	2	4
07:45 AM	0	0	0	0	0	0	0	1	1	0	1	1	2
Total Volume	0	8	8	0	0	0	0	5	5	0	5	5	18
% App. Total	0	100		0	0		0	100		0	100		
PHF	.000	.500	.500	.000	.000	.000	.000	.313	.313	.000	.625	.625	.750



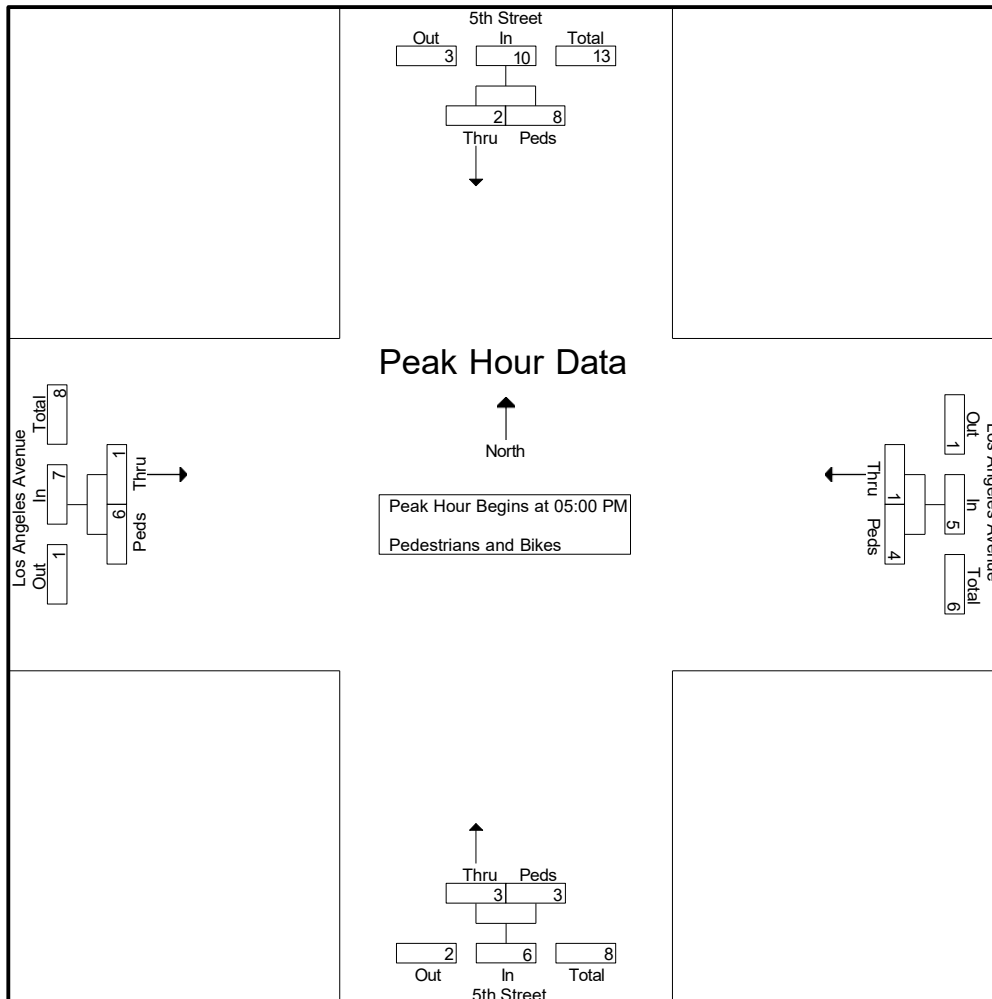
CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : 5thSt_LosAngelesAve_BP
 Site Code : 00000000
 Start Date : 5/5/2026
 Page No : 3

Start Time	5th Street North Leg			Los Angeles Avenue East Leg			5th Street South Leg			Los Angeles Avenue West Leg			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
05:00 PM	0	6	6	0	0	0	0	0	0	0	2	2	8
05:15 PM	0	2	2	0	1	1	0	0	0	0	2	2	5
05:30 PM	1	0	1	1	3	4	2	3	5	0	2	2	12
05:45 PM	1	0	1	0	0	0	1	0	1	1	0	1	3
Total Volume	2	8	10	1	4	5	3	3	6	1	6	7	28
% App. Total	20	80		20	80		50	50		14.3	85.7		
PHF	.500	.333	.417	.250	.333	.313	.375	.250	.300	.250	.750	.875	.583

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

5th Street
 N/O Los Angeles Avenue

Start Time	5/6/2026 Wed	South		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	14		
12:15		2	5		
12:30		0	7		
12:45		1	16	3	42
01:00		1	9		
01:15		2	9		
01:30		1	5		
01:45		1	11	5	34
02:00		2	14		
02:15		0	10		
02:30		0	6		
02:45		0	13	2	43
03:00		1	10		
03:15		0	14		
03:30		1	7		
03:45		1	9	3	40
04:00		0	14		
04:15		3	18		
04:30		1	12		
04:45		2	12	6	56
05:00		1	13		
05:15		2	11		
05:30		0	8		
05:45		2	14	5	46
06:00		3	16		
06:15		4	14		
06:30		3	15		
06:45		2	12	12	57
07:00		5	11		
07:15		7	5		
07:30		5	6		
07:45		9	4	26	26
08:00		11	8		
08:15		6	8		
08:30		10	4		
08:45		6	6	33	26
09:00		10	5		
09:15		8	5		
09:30		7	2		
09:45		4	3	29	15
10:00		4	3		
10:15		5	2		
10:30		3	2		
10:45		9	2	21	9
11:00		10	2		
11:15		8	0		
11:30		5	3		
11:45		8	0	31	5
Total		176	399		
Percent		30.6%	69.4%		
Grand Total		176	399		
Percent		30.6%	69.4%		
ADT		ADT 575		AADT 575	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

5th Street
 S/O Los Angeles Avenue

Start Time	5/6/2026 Wed	North		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	12		
12:15		0	5		
12:30		1	6		
12:45		0	5	2	28
01:00		0	4		
01:15		1	2		
01:30		0	2		
01:45		0	7	1	15
02:00		2	6		
02:15		1	3		
02:30		0	7		
02:45		0	5	3	21
03:00		2	4		
03:15		0	10		
03:30		1	4		
03:45		1	2	4	20
04:00		1	2		
04:15		2	4		
04:30		3	3		
04:45		1	11	7	20
05:00		4	3		
05:15		2	7		
05:30		8	6		
05:45		5	5	19	21
06:00		4	1		
06:15		3	2		
06:30		7	5		
06:45		6	4	20	12
07:00		4	6		
07:15		9	2		
07:30		8	4		
07:45		18	5	39	17
08:00		1	0		
08:15		2	2		
08:30		5	0		
08:45		0	3	8	5
09:00		7	4		
09:15		4	3		
09:30		3	0		
09:45		4	1	18	8
10:00		6	0		
10:15		4	2		
10:30		6	1		
10:45		2	0	18	3
11:00		4	0		
11:15		1	0		
11:30		1	0		
11:45		1	0	7	0
Total		146	170		
Percent		46.2%	53.8%		
Grand Total		146	170		
Percent		46.2%	53.8%		
ADT		ADT 316		AADT 316	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

Los Angeles Avenue
 E/O 5th Street

Start Time	5/6/2026 Wed	West		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	20		
12:15		2	16		
12:30		0	23		
12:45		1	22	3	81
01:00		2	17		
01:15		0	31		
01:30		2	28		
01:45		2	27	6	103
02:00		6	28		
02:15		4	35		
02:30		0	34		
02:45		2	41	12	138
03:00		2	30		
03:15		2	23		
03:30		4	30		
03:45		4	35	12	118
04:00		3	30		
04:15		1	28		
04:30		7	24		
04:45		6	21	17	103
05:00		5	37		
05:15		3	36		
05:30		12	31		
05:45		3	26	23	130
06:00		11	33		
06:15		13	54		
06:30		19	27		
06:45		16	22	59	136
07:00		30	37		
07:15		49	19		
07:30		41	18		
07:45		63	23	183	97
08:00		61	22		
08:15		61	15		
08:30		25	21		
08:45		21	12	168	70
09:00		26	17		
09:15		21	14		
09:30		25	10		
09:45		23	8	95	49
10:00		21	11		
10:15		16	4		
10:30		24	7		
10:45		27	2	88	24
11:00		17	2		
11:15		14	6		
11:30		13	1		
11:45		16	3	60	12
Total		726	1061		
Percent		40.6%	59.4%		
Grand Total		726	1061		
Percent		40.6%	59.4%		
ADT		ADT 1,787		AADT 1,787	

Start Time	5/6/2026 Wed	East		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		3	36		
12:15		2	30		
12:30		2	27		
12:45		1	33	8	126
01:00		0	24		
01:15		4	20		
01:30		5	24		
01:45		1	35	10	103
02:00		2	41		
02:15		1	30		
02:30		1	44		
02:45		0	56	4	171
03:00		0	83		
03:15		2	66		
03:30		1	65		
03:45		1	83	4	297
04:00		0	83		
04:15		3	73		
04:30		3	88		
04:45		6	90	12	334
05:00		1	95		
05:15		4	104		
05:30		4	132		
05:45		6	98	15	429
06:00		8	72		
06:15		9	96		
06:30		6	71		
06:45		23	50	46	289
07:00		12	42		
07:15		18	32		
07:30		31	35		
07:45		33	23	94	132
08:00		36	28		
08:15		50	31		
08:30		39	29		
08:45		33	19	158	107
09:00		18	27		
09:15		25	16		
09:30		31	14		
09:45		14	14	88	71
10:00		11	15		
10:15		20	14		
10:30		16	15		
10:45		20	6	67	50
11:00		25	7		
11:15		20	4		
11:30		21	6		
11:45		25	3	91	20
Total		597	2129		
Percent		21.9%	78.1%		
Grand Total		597	2129		
Percent		21.9%	78.1%		
ADT		ADT 2,726		AADT 2,726	

**MUTCD
STOP SIGN - WARRANTS**

ARE MULTI-WAY STOP SIGNS RECOMMENDED AT THIS INTERSECTION?

YES

NO



ITEM # 8

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members

FROM: Raul Alvarez, City Manager

BY: Dennis Barnes
Traffic Engineer

SUBJECT: 753 BRADSHAWE STREET BLUE CURB APPLICATION

DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 feet of blue curb fronting 753 Bradshawe Street, an ADA R99 (CA) sign and an ADA pavement legend.

FISCAL IMPACT:

The estimated cost for installation of the blue curb paint, legend and sign is approximately \$600. There are adequate funds in the Public Works street maintenance budget.

BACKGROUND/DISCUSSION:

A request has been received from a resident at 753 Bradshawe Street for installation of a disabled parking space in front of their residence.

A disabled residential owner or relative of the City of Montebello may request that a blue handicapped parking space be installed in front of that person's residence. To qualify for a blue handicapped space, the applicant must meet ALL the following criteria:

1. Be a resident/owner of the address in question. The application shall provide one form of proof of residency (i.e. driver's license, tax bill, etc.).
2. Be in possession of a disabled persons placard or disabled persons license plate with adequate ID, as required by the California Vehicle Code.
3. Have no available off-street parking as defined by the following specifications:
 - a. Garage Specifications:

- I. If the applicant owns a lift-equipped van, the applicant must either not have a garage or have a garage that is less than 17' wide as required by Section 1129B of the California Building Code (CBC).
 - II. If the applicant owns a passenger vehicle, the applicant must either not have a garage or have a garage less than 14' wide or as required by Section 1129B(4)1 of the California Building Code (CBC),
- b. Driveway Specificatoinis:
- I. If the applicant owns a lift-equipped van, the applicant must either not have a driveway or have a driveway that is less than 17' wide as required by Section 1129B(4)1 of the California Building Code (CBC). Or the slope of the driveway is greater than ¼ inch per foot, as required by Section 1129B(4) 4 of the CBC.
 - II. If the applicant owns a passenger vehicle, the applicant must either not have a driveway or have a driveway that is less than 14' wide as required by Section 1129B(4)1 of the California Building Code (CBC). Or the slope of the driveway is greater than ¼ inch per foot, as required by Section 1129B(4) 4 of the CBC.

EXISTING CONDITIONS:

Bradshawe Street is a local residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 753 Bradshawe Street. The property at 753 Bradshawe Street is zoned as single-family residential as shown in Figure 2.

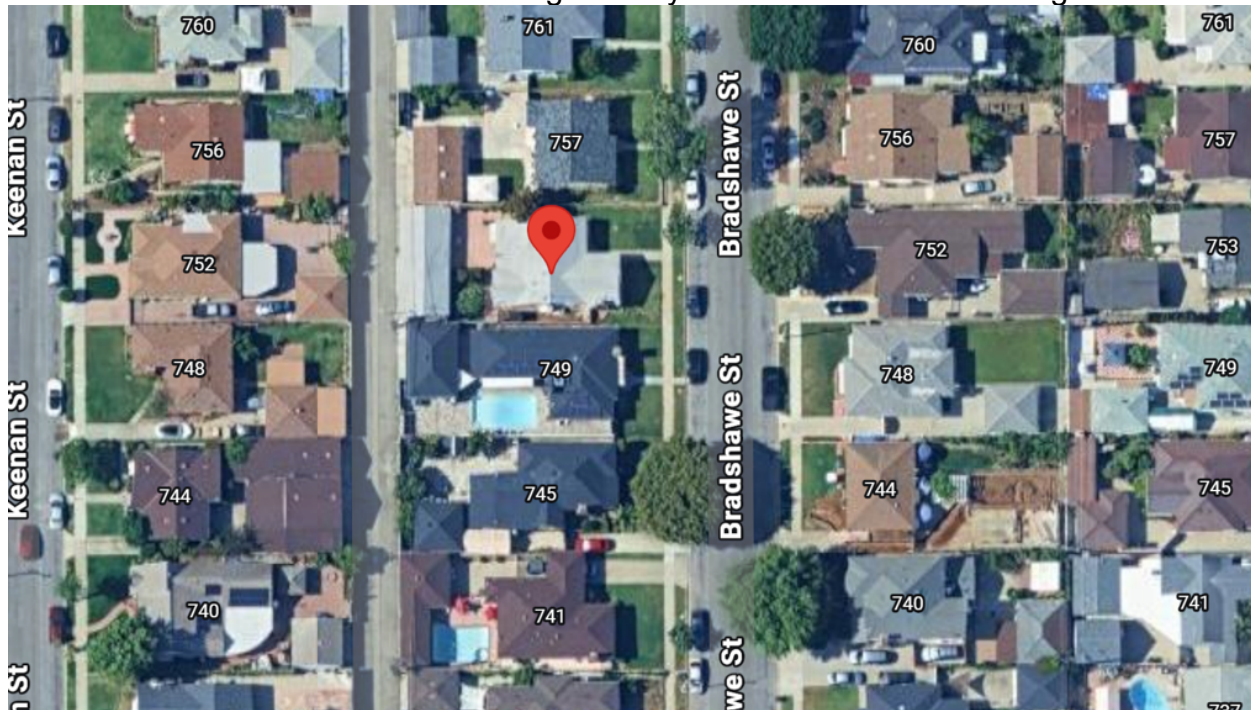


Figure 1 — Aerial View of 753 Bradshawe St.



Figure 2 — Street View of 753 Bradshaw St Looking East

ANALYSIS:

In accordance with City policy, each disabled person parking space application is reviewed on a case-by-case basis and submitted to the Traffic and Safety Commission for review and consideration.

The intent of this policy is to prevent the proliferation of special parking stalls that may be installed for a short-term purpose but later seldom used. Unjustified installation of such parking stall designations unnecessarily increases the City’s maintenance and operation costs, reduces available on-street parking for the public and detracts from the overall effectiveness of the disabled persons parking program.

In response to the request, staff reviewed the submitted application and documents. This is a single property. The property is located at 753 Bradshaw Street. The applicant provided all necessary documentation, including the application fee, utility bill, disabled persons placard, and the request form. After review, staff determined that the location does qualify for a blue curb.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the Traffic

TRAFFIC AND SAFETY COMMISSION AGENDA REPORT - MEETING OF JUNE 29, 2026

Page 4 of 4

Engineer recommends the Traffic and Safety Commission approve the installation of 20 feet of blue curb, ADA R99 (CA) sign and pavement legend for the disabled parking space at 753 Bradshawe Street as shown in Figure 3.



Figure 3 – 20 Feet of Blue Curb Fronting 753 Bradshawe Street.

ATTACHMENT(S)

None

NEXT STEPS:



ITEM # 9

**CITY OF MONTEBELLO
TRAFFIC AND SAFETY COMMISSION AGENDA STAFF REPORT**

TO: Honorable Traffic and Safety Commission Members
FROM: Raul Alvarez, City Manager
BY: Dennis Barnes
Traffic Engineer
SUBJECT: 1345 CAROB WAY BLUE CURB APPLICATION
DATE: June 29, 2026

RECOMMENDATION(S):

It is recommended that the Traffic and Safety Commission:

1. Approve the Traffic Engineer's recommendation to approve the request for the installation of 20 feet of blue curb fronting 1345 Carob Way, an ADA R99 (CA) sign and ADA pavement legend.

FISCAL IMPACT:

The estimated cost for installation of the blue curb paint, legend and sign is approximately \$600. There are adequate funds in the Public Works street maintenance budget.

BACKGROUND/DISCUSSION:

A request has been received from a resident at 1345 Carob Way for installation of a disabled parking space in front of their residence.

A disabled residential owner or relative of the City of Montebello may request that a blue handicapped parking space be installed in front of that person's residence. To qualify for a blue handicapped space, the applicant must meet ALL the following criteria:

1. Be a resident/owner of the address in question. The application shall provide one form of proof of residency (i.e. driver's license, tax bill, etc.).
2. Be in possession of a disabled persons placard or disabled persons license plate with adequate ID, as required by the California Vehicle Code.
3. Have no available off-street parking as defined by the following specifications:
 - a. Garage Specifications:

- I. If the applicant owns a lift-equipped van, the applicant must either not have a garage or have a garage that is less than 17' wide as required by Section 1129B of the California Building Code (CBC).
 - II. If the applicant owns a passenger vehicle, the applicant must either not have a garage or have a garage less than 14' wide or as required by Section 1129B(4)1 of the California Building Code (CBC),
- b. Driveway Specifications:
- I. If the applicant owns a lift-equipped van, the applicant must either not have a driveway or have a driveway that is less than 17' wide as required by Section 1129B(4)1 of the California Building Code (CBC). Or the slope of the driveway is greater than ¼ inch per foot, as required by Section 1129B(4) 4 of the CBC.
 - II. If the applicant owns a passenger vehicle, the applicant must either not have a driveway or have a driveway that is less than 14' wide as required by Section 1129B(4)1 of the California Building Code (CBC). Or the slope of the driveway is greater than ¼ inch per foot, as required by Section 1129B(4) 4 of the CBC.

EXISTING CONDITIONS:

Carob Way is a local residential street with a posted 25 miles per hour (MPH) speed limit. Figure 1 provides an aerial view of 1345 Carob Way. The property at 1345 Carob Way is zoned as single-family residential as shown in Figure 2.

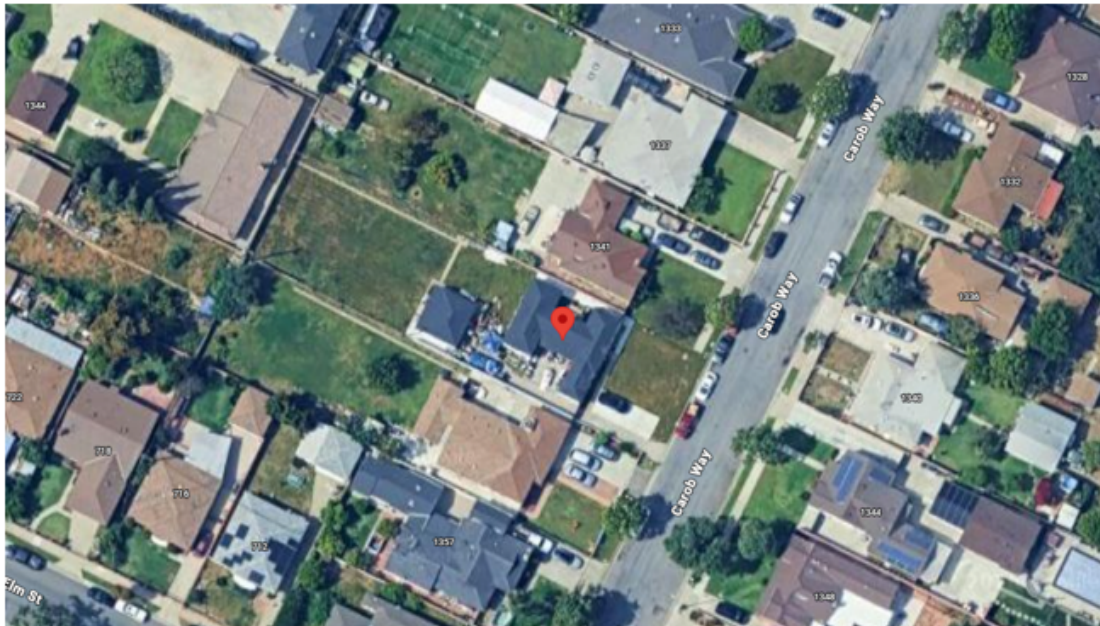


Figure 1 - Aerial View of 1345 Carob Way.



Figure 2 - Street View of 1345 Carob Way Looking East.

ANALYSIS:

In accordance with City policy, each disabled person parking space application is reviewed on a case-by-case basis and submitted to the Traffic and Safety Commission for review and consideration.

The intent of this policy is to prevent the proliferation of special parking stalls that may be installed for a short-term purpose but later seldom used. Unjustified installation of such parking stall designations unnecessarily increases the City's maintenance and operation costs, reduces available on-street parking for the public and detracts from the overall effectiveness of the disabled persons parking program.

In response to the request, staff reviewed the submitted application and documents. This is a single property. The property is located at 1345 Carob Way. The applicant provided all necessary documentation, including the application fee, utility bill, disabled persons placard, and the request form. After review, staff determined that the location does qualify for a blue curb. Although the applicant has a driveway, even at its largest point it is less than 15ft as shown in Figure 3.



Figure 3 - Measurement of 1345 Carob Way Driveway.

ENVIRONMENTAL IMPACT:

N/A

CONCLUSION:

Based on a review of available information, presented facts, and a field review, the Traffic Engineer recommends the Traffic and Safety Commission approve the installation of 20 feet of blue curb for the disabled parking space at 1345 Carob Way as shown in Figure 4.



Figure 4 – 20 Feet of Blue Curb Fronting 1345 Carob Way.

ATTACHMENT(S)

None

NEXT STEPS: