

AGENDA

ALISO VIEJO CITY COUNCIL SPECIAL MEETING
WEDNESDAY, MAY 27, 2026
6:30 PM SPECIAL MEETING

CITY HALL, COUNCIL CHAMBERS, 12 JOURNEY, ALISO VIEJO, CA



Mayor Max Duncan
Mayor Pro Tem Mike Munzing
Councilmember Garrett Dwyer
Councilmember Tim Zandbergen
Councilmember Tiffany Ackley

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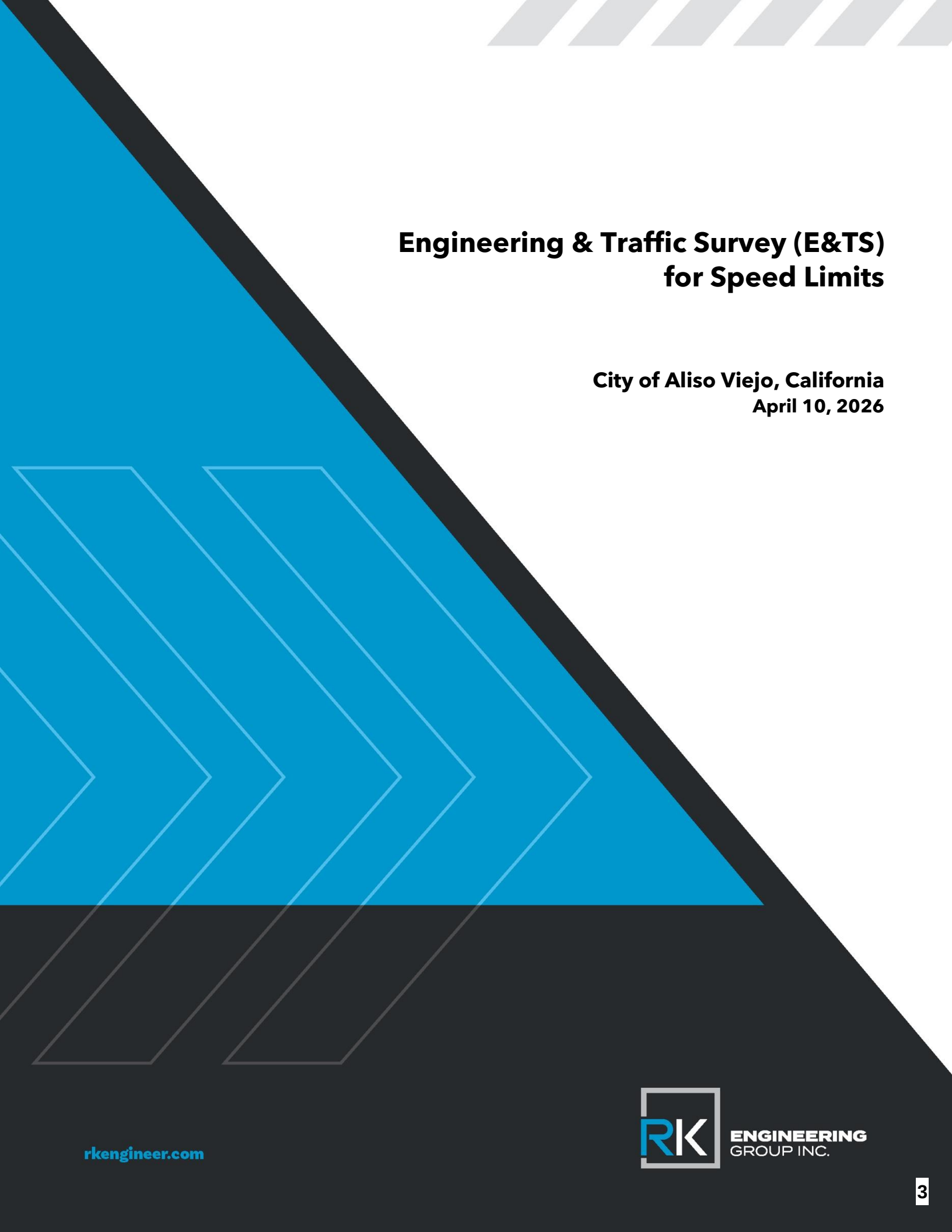
PUBLIC COMMENTS:

STUDY SESSION

SPEED LIMITS ON CERTAIN CITY STREETS

[Attachment - Engineering and Traffic Survey for Speed Limits](#)

ADJOURNMENT



Engineering & Traffic Survey (E&TS) for Speed Limits

**City of Aliso Viejo, California
April 10, 2026**

Engineering & Traffic Survey (E&TS) For Speed Limits

City of Aliso Viejo, California

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1.0 Executive Summary

The purpose of this report is to document the City of Aliso Viejo's citywide evaluation of posted speed limits and to provide an engineering and traffic survey (E&TS) per the requirements of the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CA MUTCD). The overarching intent of the project is to improve safety for all roadway users by identifying opportunities to reduce vehicle speeds where appropriate.

As part of this effort, this report reviews the speed limits on **60 roadway segments** and applies the expanded flexibility provided under Assembly Bill 43 and Assembly Bill 1938 to establish speed limits that better reflect roadway context and safety conditions.

The City selected RK Engineering Group, Inc. to complete the Engineering and Traffic Survey (E&TS) updates and related analyses required for this study. RK's responsibilities include collecting traffic and speed data, preparing updated E&TS documentation, identifying potential safety corridors, and developing recommended speed limit adjustments consistent with the California MUTCD and Vehicle Code.

The 60 roadway segments are as follows:

1. Alicia Parkway between City Limits and SR-73
2. Alicia Parkway between SR-73 and Pacific Park Dr.
3. Aliso Creek Road between Alicia Pkwy. and Aliso Viejo Pkwy. (South)
4. Aliso Creek Road between Aliso Viejo Pkwy. (South) and Pacific Park Dr.
5. Aliso Creek Road between Pacific Park Dr. and Glenwood Dr.
6. Aliso Creek Road between Glenwood Dr. and El Toro Rd.
7. Aliso Viejo Parkway between Moulton Pkwy. and Aliso Creek Rd. (North)
8. Aliso Viejo Parkway between Aliso Creek Rd. (North) and Enterprise
9. Aliso Viejo Parkway between Enterprise and Aliso Creek Rd. (South)
10. Autumn Glen between Aliso Creek Rd. and Summerfield
11. Boundary Oak between Wood Canyon Dr. and Pacific Grove Dr.
12. Canyon Vistas between Pacific Park Dr and Silkwood
13. Canyon Wren Lane between Westwing and El Toro Rd.
14. Cedarbrook between Glenwood Dr. and Da Vinci
15. Cedarbrook between Glenwood Dr. and Aliso Viejo Pkwy.
16. Cedarbrook between Aliso Viejo Pkwy. and Park

17. Chase between Pacific Park Dr. and Thistledown
18. City Lights Drive between Pacific Park Dr. and Grand
19. Columbia between Aliso Creek Rd. and Aliso Viejo Pkwy.
20. Da Vinci between Glenwood Dr. and Cedarbrook
21. Deerhurst between Pacific Park Dr. and Wolverine Wy.
22. Eastwind between Briarglen and Amber
23. Eastwing between Westwing and Aliso Creek Rd.
24. Enterprise between Pacific Park Dr. and Aliso Viejo Pkwy.
25. Enterprise between Aliso Viejo Pkwy. and Aliso Creek Rd.
26. Glenwood Drive between Moulton Pkwy. and Aliso Creek Rd.
27. Glenwood Drive between Aliso Creek Rd. and Enterprise
28. Hollyoak between Alicia Pkwy. and Laurelmont
29. Hopseed between Wood Vista Way and Hollyleaf
30. Journey between Pacific Park Dr. and Aliso Creek Rd.
31. La Paz Road between Pacific Park Dr. and SR-73
32. Laurelmont between Alicia Pkwy. and Hollyoak
33. Liberty between Aliso Viejo Pkwy. and Aliso Creek Rd.
34. Oakgrove between Pacific Grove Dr. and Wood Canyon Dr. (North)
35. Oak View Drive between Westridge Dr. and Wood Canyon Dr.
36. Pacific Park Drive between Enterprise and Chase
37. Pacific Park Drive between Chase and Aliso Viejo Pkwy.
38. Pacific Park Drive between Aliso Viejo Pkwy. and Alicia Pkwy.
39. Pacific Park Drive between Alicia Pkwy. and Mareblu
40. Peppertree between Pacific Park Dr. and knuckle curve
41. Pursuit between Liberty and curve
42. Pursuit between Curve and Aliso Creek Rd.
43. Sanborn between Chase and Wood Canyon Dr.
44. Summerfield between Aliso Creek Rd. and Autumnglen
45. Via Iglesia between Moulton Pkwy. and cul-de-sac
46. Westwing between Calle Corta and Aliso Creek Rd.

47. Westwing between Aliso Creek Rd. and Eastwing
48. Windsong between Aliso Creek Rd. and Cedarbrook
49. Wolverine Way between Aliso Creek Rd. and cul-de-sac
50. Wood Canyon Dr. between Thistledown and Grand
51. Wood Canyon Dr. between Grand and Pacific Park Dr.
52. Wood Canyon Dr. between Pacific Park Dr. and Boundary Oak
53. Wood Canyon Dr. between Boundary Oak and Calypso St.
54. Wood Canyon Dr. between Knollwood and Hope St.
55. Wood Vista Way between Hopseed and Canyon Vistas
56. Argonaut Loop between Aliso Creek Rd. and Glenwood Dr.
57. Brookline between End of Street to Aliso Creek Road
58. Columbia Loop between Columbia and Columbia
59. Journey Loop between Journey and Journey
60. Morning Ridge / Creekside / Woodside from Pacific Park Dr. Alicia Parkway

Exhibit A show the location of the 60 roadway segments in the study area.

For each roadway segment, information was collected on existing roadway characteristics, speed characteristics, traffic volumes, and traffic collisions. Statistical analysis of travel speeds and collisions was performed as part of this study.

Speed limits for each roadway section are recommended consistent with applicable procedures and sections in the CVC and the CA MUTCD.

Appendix A includes the applicable sections of the California MUTCD for setting speed limits.

Speed limit recommendations are made for each of the study area roadway segments and are illustrated in **Exhibit B**.

The speed survey information and recommended speed limits are summarized in **Table 1**

2.0 Requirements for Establishing Speed Limits

This chapter summarizes parts of the California Vehicle Code (CVC) and California Manual on Uniform Traffic Control Devices (CA MUTCD) that govern the establishment of speed limits in California.

For specific requirements and detailed information, the CVC takes precedence. Please refer to the applicable sections of the CVC and CA MUTCD included in **Appendix A** for comprehensive regulations and guidelines.

2.1 Basic Speed Law (CVC § 22350)

CVC Section 22350 is often referred to as the Basic Speed Law and it serves as the foundation for all speed zone legislation. It states, “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.”

2.2 Prima Facie Speed Limits (CVC § 22352)

CVC Section 22352 defines default speed limits, also known as prima facie speed limits, that apply unless specific signs indicate otherwise. Prima facie speed limits can be adjusted by local authorities under certain conditions but may not be exceeded unless the operator of a motor vehicle can prove that it is safe to do so under the Basic Speed Law. Prima facie speed limits include:

- 15 miles per hour in alleys, at railroad crossings, and at highway intersections without 100 feet of visibility of approaching vehicles.
- 25 miles per hour on any highway in a business district¹ or residence district².
- 25 miles per hour when approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period.

¹ CVC Section 235 defines a “**business district**” as 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 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.

² CVC Section 515 defines a “**residence district**” as 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.

The prima facie limit shall also apply when approaching or passing any schoolgrounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from schoolgrounds.

- 25 miles per hour when passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

2.3 Maximum Speed Limits (CVC § 22349)

CVC Section 22349 establishes the maximum speed limits for driving on California highways. According to this section, no person may drive a vehicle upon a highway at a speed greater than 65 miles per hour. On two-lane undivided highways, the maximum permitted speed limit is reduced to 55 miles per hour.

2.4 Engineering & Traffic Surveys (CVC § 627, § 22357 & § 22358)

The CVC provides local authorities with the ability to modify speed limits based on the findings of an engineering and traffic survey. CVC Section 627 specifies that an Engineering and Traffic Survey shall include, among other requirements, consideration of the following:

- Prevailing speeds as determined by traffic engineering measurements
- Accident records
- Highway, traffic, and roadside conditions not readily apparent to the driver
- Residential density
- 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.

CVC Section 22357 allows local authorities to raise speed limits above 25 miles per hour if it is determined upon the basis of an engineering and traffic survey that such an increase would facilitate the orderly movement of vehicular traffic and be reasonable and safe.

CVC Section 22358 permits local authorities to lower the maximum speed limits below 65 miles per hour if it is determined upon the basis of an engineering and traffic survey that such a reduction would also facilitate the orderly movement of vehicular traffic and be reasonable and safe.

2.5 Assembly Bill (AB) 43

Assembly Bill No. 43 (AB 43), approved in 2021, resulted in several changes to the CVC that now authorize local jurisdictions to consider additional parameters when setting speed limits on certain streets.

Two of the most significant changes to the CVC include the amendments to Section 22358, which now allow a local authority to declare a prima facie speed of 20 or 15 miles per hour on any street other than a state highway, and the amendment to Section 22358.8, which allows the current speed limit to be retained or immediately prior speed limit to be restored if it was originally established based on an engineering and traffic survey.

AB 43 also enacted several other speed limit changes, including 22358.7 which further authorize local agencies to lower speed limits by an additional 5 mph if, after completing an E&TS, it is found that the speed is still more than is reasonable or safe, for either of the following reasons:

- 1. Safety corridor.** The portion of highway has been designated as a safety corridor. A safety corridor is defined by CVC Section 22358.7(a)(1) and MUTCD Section 2B.13, as a roadway segment within an overall roadway network where the highest number of serious injury and fatalities occur, and may be developed based on varying weighing factor to prioritize such collisions. Safety corridors shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network and must be based on the three to five years of the most recent crash data.
- 2. Land or facility that generates high concentrations of bicyclists or pedestrians.** The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused. CVC Section 22358.7(a)(2) and MUTCD Section 2B.13, define a land or facility that generates high concentrations of bicyclists or pedestrians as the portion of the highway where one or more of any of the following generators listed in MUTCD Table 2B-1056(CA) are present within a distance of 1320 feet.:

- | | |
|--|--|
| • Presence of Retail | • Health / Medical Facilities |
| • Parks, Multi-use Trails, & Recreational Destinations | • Transit Stops / Transit Oriented Developments / Transit Priority Areas |
| • Schools / Universities | • Presence of Sidewalks |
| • Senior Centers | • Presence of Crosswalks |
| • Religious Facilities & Cultural Areas | • Presence of Bikeways |
| • Health / Medical Facilities | |

- 3. Business Activity District.** A local authority may, by ordinance, determine and declare a 25 or 20 mph prima facie speed limit on a highway contiguous to a business activity district if it meets all the required conditions described in CVC Section 22358.9.

2.6 Assembly Bill (AB) 1938

Assembly Bill (AB) 1938 clarifies and codifies the legislative intent of AB 43 by reaffirming that local agencies may reduce posted speed limits below the 85th-percentile speed when supported by appropriate engineering justification. The bill establishes a statewide safeguard by setting a maximum allowable reduction of 12.4 miles per hour below the measured 85th-percentile speed, ensuring that any adjustments remain reasonable and legally defensible. AB 1938 also amends key sections of the California Vehicle Code related to “speed traps,” updating the statutory definitions so that speed limits adopted under the new AB 43/AB 1938 procedures remain eligible for radar and lidar enforcement. Through these changes, AB 1938 provides local jurisdictions with additional flexibility to implement lower speed limits while maintaining full compliance with enforceability standards and the Engineering and Traffic Survey requirements of the California MUTCD and CVC.

2.7 Speed Trap (CVC § 40802)

The CVC prohibits the use of speed traps for the enforcement and prosecution of any vehicle code violation, including speeding. Section 40802 defines a speed trap and indicates that the enforcement of speed limits with the use of radar or other electronic device that measures speed is not allowed unless the prima facie speed limit has been justified by an engineering and traffic survey within the last 5, 7 or 14 years³. All local agencies must conduct engineering and traffic surveys to avoid speed traps for the following reasons:

1. Raise State dictated “prima facie” limits above 25 miles per hour;
2. Lower the otherwise permitted maximum speed of 65 miles per hour; and
3. Enforce speed limits by the use of electronic radar/lidar equipment.
4. Speed traps do not apply to the radar enforcement of a local street, road, school zone, senior zone, or business activity district.

For purposes of Section 40802, 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. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

³ Refer to California Vehicle Code (CVC) Section 40802 and Section 2.8 of this report for the timing requirements under which an engineering and traffic survey remain valid.

- Roadway width of not more than 40 feet.
- Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
- Not more than one traffic lane in each direction.

2.8 E&TS Timing Requirements (CVC § 40802)

CVC Section 40802 establishes the following time limits under which an Engineering and Traffic Survey (E&TS) remains valid for radar or electronic enforcement of a posted speed limit.

5 Years: An E&TS is generally valid for 5 years for radar or electronic speed enforcement.

7 Years: The E&TS validity may be extended to 7 years when all of the following conditions are met:

- The arresting officer has completed a POST-certified 24-hour radar operator course.
- If laser or other electronic devices are used, the officer has also completed a POST-certified 2-hour laser training course.
- The prosecution demonstrates compliance with Section 40802, Subdivision (c)(1), including that the device meets NHTSA operational standards and has been calibrated within the prior 3 years.
- The E&TS itself meets the requirements of Section 40802, Subdivision (c)(2)(B).

14 Years: The E&TS may remain valid for up to 14 years when all radar/lidar enforcement conditions are met and:

- A registered engineer evaluates the roadway segment, and
- Determines that no significant changes in roadway or traffic conditions have occurred (e.g., land use, roadway width, traffic volume, adjoining property changes).

2.9 CA MUTCD Speed Limit Sign (2B.21)

California MUTCD Section 2B.21 establishes the standards for setting, documenting, and posting speed limits. The MUTCD requires that any speed zone that is not a statutory speed limit must be supported by an Engineering and Traffic Survey (E&TS) performed in accordance with accepted traffic engineering practices. This study must include an analysis of the speed distribution of free-flowing vehicles, ensuring that the posted speed reflects prevailing operating conditions.

In general, speed limits are established at the 85th percentile speed, which is defined as the speed at or below which 85 percent of the traffic is moving. 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, except as shown in the two options below:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.3.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used.”

Speed limits adopted through an engineering study must be displayed on a Speed Limit (R2-1) sign, which shall show the legally established speed limit in 5-mph increments, as required by the MUTCD. These signs must be installed at the point where a speed limit changes, clearly marking the beginning of a new speed zone. At the downstream end of a speed zone, a Speed Limit sign showing the next applicable speed limit must also be provided.

To maintain driver awareness, additional Speed Limit signs are required beyond major intersections and at locations where reminders are necessary due to roadway characteristics or operating conditions.

Refer to **Appendix A** for the specific requirements and guidelines from the CVC and CA MUTCD for setting speed limits in California.

3.0 Data Collection

This section discusses the survey methodology for the collection of data on existing roadway characteristics, travel speed surveys, and collision experiences. **Exhibit A** illustrates the roadway locations inventoried.

3.1 Survey Methodology

- Speed limits are set based on the procedures and requirements set forth in the CVC and the California MUTCD. A copy of the MUTCD standards are provided in **Appendix A**.
- All roadways were surveyed to determine existing roadway characteristics and surrounding land uses.
- Existing travel speeds were collected using radar speed surveys in accordance with MUTCD sampling guidance. The MUTCD recommends a minimum of 100 vehicle observations for a representative sample, with an absolute minimum of 50 observations when traffic volumes are low. For most locations, 100 free-flow speed observations were obtained using calibrated and certified radar equipment. On lower-volume roadway segments where 100 vehicles could not be captured within a reasonable surveying period, tube counters were deployed to obtain a minimum of 50 valid free-flow speed observations. All radar speed data for the study segments are included in **Appendix B**.
- Speed observation data was calculated to determine average speed, 85th percentile speed, and 10-mile per hour percentile speed.
- Collision data was obtained through the California Highway Patrol (CHP) California Crash Reporting System (CCRS) and tabulated for each roadway segment to determine safety corridors for consideration in the speed limit recommendations.
- To calculate and derive collision rates, existing average daily traffic (ADT) data was collected at each study roadway segment. ADT count data for the study segments are contained in **Appendix C**.
- Traffic and Engineering Surveys for Speed Zoning forms have been prepared for each survey location and are included in **Appendix D**.

3.2 Roadway Characteristics

A visual inspection of each roadway survey location was performed. Based on the visual survey, speed study traffic conditions forms were completed for data entries such as the existing posted speed limit and the types of surrounding land uses. Other special conditions inventoried include notations on

sight distance constraints, lack of sidewalks, and other characteristics that may not be readily apparent to a driver.

Total length of roadway segment was recorded at each speed survey location. Total curb-to-curb width was also evaluated to be more or less than forty (40) feet at each speed survey location.

The predominant land use adjacent to the roadway by travel direction was identified. The surrounding uses were identified by the predominant or significant types of uses defining the character and intensity of development along the roadway.

Adjacent land uses were identified to have direct access if driveways serving the use intersect with the roadway and the land use directly fronts onto the roadway. Land uses not having direct access include those uses with rear or side yards facing the roadway with access from secondary or from parallel roadways.

3.3 Speed Survey Data

Radar speed surveys were conducted within the City of Aliso Viejo at each study area roadway segment. Principles for survey methods utilized in this engineering survey followed the procedures set out by the California MUTCD shown in **Appendix A**.

The California MUTCD sets forth the basic procedural steps in conducting an “engineering and traffic survey”. This method is designed for use on all City and County through-highways, arterials, and collector streets.

Surveys were conducted during off-peak hours so that free-flow conditions would allow motorists to drive at a self-determined “safe speed”. An unmarked vehicle was employed as the survey vehicle, with the radar device situated inconspicuously. The vehicle was generally located along a straight roadway segment, far enough away from signals, stop signs, major intersections, or roadway obstruction so that motorists were traveling at a free-flow velocity before passing the sampling vehicle.

The samples were recorded in one mile per hour increments. On two-way streets, samples in both directions were obtained. Care was also taken to include a representative proportion of trucks and buses.

The MUTCD recommends a minimum of 100 vehicle observations for a representative sample, with an absolute minimum of 50 observations when traffic volumes are low. For most locations, 100 free-flow speed observations were obtained using calibrated and certified radar equipment. On lower-volume roadway segments where 100 vehicles could not be captured within a reasonable surveying period, tube counters were deployed to obtain a minimum of 50 valid free-flow speed observations.

Speed zone statistical summary sheets for each location are provided in **Appendix B** of this report.

3.3.1 Speed Survey Data - Statistical Analysis

Statistical calculations included the 85th percentile (or critical) speed, 10-mile per hour pace speed, percentage of vehicles in the 10-mile per hour speed and 50th percentile speed. These terms are defined as follows:

85th Percentile Speed

The 85th percentile speed is the speed at or below which 85 percent of the vehicles traveled. It is the single most important measure used to determine posted speed limits.

10-Mile Per Hour Pace Speed

The 10-mile per hour pace speed is the 10-mile per hour range within which the largest number of observations fall. Typically, 70 percent of the vehicles are contained in this range, with 15% above and 15% below. A properly set speed limit will maximize the percent of vehicles in the 10-mile per hour pace speed.

3.4 Collision History

Collision data for each segment within the study area was reviewed. Collision data was obtained from the California Crash Reporting System (CCRS), which has replaced the now discontinued Statewide Integrated Traffic Records System (SWITRS), and the City of Aliso Viejo / County Sheriff's Department. Collision data was collected for 5 years (60 months) from January 1, 2021 to December 8, 2025.

Table 2 summarizes the total number of collisions that occurred on roadway segments within the study area over the past five (5) years. Table 2 reports all collisions occurring along the study segments, including collisions at intersections located within or directly bordering each segment. Collisions within intersections that fall on the boundary between segments may be counted for more than one segment. This approach is appropriate for identifying safety corridors because it captures the full extent of collision activity at each roadway segment, including intersection related impacts that contribute to the overall safety conditions.

3.5 Safety Corridor

The California MUTCD defines a Safety Corridor as *"a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur."* The MUTCD further details that the Safety Corridors must not exceed one-fifth of the overall roadway network. The MUTCD also requires that one or more crash weighting factors from MUTCD Table 2B-105(CA) must be applied to prioritize these locations but does not specify the numeric values per weighting factor.

In accordance with this guidance, a safety corridor analysis was completed for all study segments using 60 months of collision data. To incorporate weighting factors per the MUTCD, collision totals for

each segment were adjusted based on fatalities, severe injuries, and the involvement of pedestrians or bicycles in order to emphasize crash severity and vulnerable road-user involvement.

In summary, based on engineering judgement paired with MUTCD guidance, the following weighting factors and values have been applied to determine the adjusted collision total per segment:

- **Fatal Collisions:** 3.0
- **Severe Injury Collisions:** 2.5
- **Pedestrian/Bicyclist Collisions:** 1.25
- **All Collisions:** 1.0

The weighting factors were applied by multiplying each collision type by its assigned weight and adding the results to produce an adjusted collision total for each segment. This method increases the influence of fatal, severe injury, and pedestrian/bicycle collisions so that segments with the most serious crash outcomes receive higher priority.

As a result, the top one-fifth (20%) of segments with the highest adjusted collision totals were identified as safety corridors in **Exhibit C** and summarized in **Table 3**. **Table 3** includes a breakdown of collision types per segment and highlights the resulting Safety Corridors.

Based on this methodology, **12 roadway segments** were identified as Safety Corridors within the Citywide Speed Limit Reduction Program. These locations represent the portions of the network with the greatest concentration of severe and high-risk collisions and form a prioritized subset of the roadway network, consistent with MUTCD Section 2B-105(CA) requirements. Safety Corridors are also eligible for the additional speed limit reduction below the 85th-percentile speed authorized under AB 43.

3.6 24-Hour Average Daily Traffic (ADT) Counts

24-hour two-way average daily traffic (ADT) counts were obtained on each roadway segment. The ADT data is used to help establish collision rates and functional classifications of roadways. ADT count data for the study segments are contained in **Appendix C**.

4.0 Speed Limit Recommendations

Speed limits are recommended in accordance with CVC and CA MUTCD requirements and standards. The process considers prevailing operating speeds, roadway characteristics, land use, collision history, and the statutory provisions that allow for adjustments to better reflect safety needs. Speed limits are posted in 5-mph increments and are selected at or below the 85th-percentile speed of free-flowing traffic unless specific engineering or statutory factors support an alternative value. Recommended speed limits are for both directions of travel, unless otherwise stated.

4.1 Part A: Initial Speed Determination

The initial speed limit determination is based on the 85th-percentile speed of free flowing traffic. California MUTCD Section 2B.13 specifies that the posted speed limits be set using the nearest 5-mph increment of the measured 85th-percentile speed, subject to two rounding provisions:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th-percentile speed, if no further reduction is used.

These rounding provisions establish the primary recommended speed limit before considering additional adjustments permitted under State law. If a 5-mph reduction from the rounded 85th-percentile speed is applied, the Engineering and Traffic Survey must include written documentation explaining the roadway conditions and engineering justification supporting the lower speed limit. Reasons for initial speed determination include:

- Roadway characteristics not readily apparent to the driver, such as:
 - Sight distance constraints
 - Lack of sidewalks
 - Other conditions of note
- 10 mph pace speed
- Parking practices
- Residence District
- Local Street.

4.2 Part B: Evaluation of Additional Adjustments Allowed by State Law

Following the initial speed determination, each segment was evaluated for potential additional adjustments in accordance with the latest provisions to the CVC and CA MUTCD. These provisions authorize an additional 5-mph reduction when supported by engineering judgment and when one or more of the following conditions are present:

- Land or Facility that Generates High Concentration of Bicyclists or Pedestrians (CVC Section 22358.7(a)(2))
- Safety Corridor (CVC Section 22358.7(a)(1))
- Business Activity District (CVC Section 22358.9)
- Retention of the current posted speed limit is warranted for consistency, safety, or operational considerations (CVC Section 22358.8)

These factors ensure the chosen speed limit reflects not only prevailing speeds but also location-specific safety conditions and multimodal activity along the corridor.

4.3 Maximum Allowable Reduction

Consistent with AB 43, AB 1938, and the latest CVC statutes, the total reduction from the measured 85th-percentile speed, including both the initial rounding and any additional reductions, may not exceed 12.4 mph. This statutory limit ensures that posted speed limits remain both reasonable and enforceable under radar and lidar requirements.

4.4 Summary of Results

This E&TS reviewed 60 roadway segments for potential speed reductions. Utilizing the engineering methodology, statutory requirements, and roadway context described in this report, speed limit recommendations have been made for all study area roadway segments.

Speed limits are proposed to be lowered on a total of 33 roadway segments.

The recommended speed limits and results of the analysis are summarized in **Table 1** and graphically shown in **Exhibit B**.

Traffic and Engineering Surveys for Speed Zoning forms for each survey location and are included in **Appendix D**.



Tables

Table 1 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH) ^{1,2}	85 th Percentile Speed (MPH)	10 mph Pace Speed (MPH)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
1. <u>Alicia Parkway</u> City Limits to SR-73	50	45	54	44 - 53	73%	1, 4, 8g, 8h, 8i, 8j, & 10
2. <u>Alicia Parkway</u> SR-73 to Pacific Park Dr.	50	45	53	45 - 54	80%	1, 4, 8g 8h, 8i, 8j, & 10
3. <u>Aliso Creek Road</u> Alicia Pkwy. to Aliso Viejo Pkwy. (South)	50	45	53	44 - 53	80%	1, 4, 8a, 8c, 8h, 8i, 8j, & 10
4. <u>Aliso Creek Road</u> Aliso Viejo Pkwy. (South) to Pacific Park Dr.	50	45	55	45 - 54	69%	2, 4, 8b, 8h, 8i, 8j, & 10
5. <u>Aliso Creek Road</u> Pacific Park Dr. to Glenwood Dr.	50	45	47	38 - 47	78%	10
6. <u>Aliso Creek Road</u> Glenwood Dr. to El Toro Rd.	50	45	52	44 - 53	76%	2, 4, & 10
7. <u>Aliso Viejo Parkway</u> Moulton Pkwy. to Aliso Creek Rd. (North)	50	45	53	45 - 54	71%	1, 4, 8b, 8h, 8i, 8j, & 10
8. <u>Aliso Viejo Parkway</u> Aliso Creek Rd. (North) to Enterprise	50	45	50	40 - 49	68%	2 & 4
9. <u>Aliso Viejo Parkway</u> Enterprise to Aliso Creek Rd. (South)	50	45	54	45 - 54	78%	1, 4, 8b, 8e, 8h, 8i, 8j, & 10
10. <u>Autumnglen</u> Aliso Creek Rd. to Summerfield	30	30	33	25 - 34	84%	1, 4, & 5
11. <u>Boundary Oak</u> Wood Canyon Dr. to Pacific Grove Dr.	35	30	36	28 - 37	83%	2, 4, & 5
12. <u>Canyon Vistas</u> Pacific Park Dr to Silkwood	35	30	37	27 - 36	74%	2, 4, & 5
13. <u>Canyon Wren Lane</u> Westwing to El Toro Rd.	35	35	39	29 - 38	77%	1, 3, & 4
14. <u>Cedarbrook</u> Glenwood Dr. to Da Vinci	30	30	32	22 - 31	80%	--
15. <u>Cedarbrook</u> Glenwood Dr. to Aliso Viejo Pkwy.	35	30	35	28 - 37	78%	2 & 4
16. <u>Cedarbrook</u> Aliso Viejo Pkwy. to Park	35	30	37	28 - 37	74%	2, 4, & 5
17. <u>Chase</u> Pacific Park Dr. to Thistledown	35	30	32	24 - 33	84%	--
18. <u>City Lights Drive</u> Pacific Park Dr. to Grand	35	35	38	29 - 38	73%	1 & 4
19. <u>Columbia</u> Aliso Creek Rd. to Aliso Viejo Pkwy.	35	35	36	27 - 36	74%	--
20. <u>Da Vinci</u> Glenwood Dr. to Cedarbrook	30	30	30	23 - 32	87%	--
21. <u>Deerhurst</u> Pacific Park Dr. to Wolverine Wy.	35	30	41	30 - 39	73%	2, 4, 5, 8b, 8c, 8h & 8i
22. <u>Eastwind</u> Briarglen to Amber	30	30	34	23 - 32	75%	1, 4, & 5

¹ Recommended speed limits lower than the existing speed limit are shown in **Bold** and highlighted accordingly.

XX = Recommended speed limit lower than current speed limit (30 Roadway Segments)

² Recommended speed is determined in accordance with methodologies, procedures and guidelines contained in the California Manual on Uniform Traffic Control Devices (Caltrans, 2014 Edition) and California Vehicle Code (CVC).

³ Reason for Adjustment from 85th Percentile Speed:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed.

3. Roadway characteristics not readily apparent to a driver such as shifting alignment, sight distance constraints, railroad crossings, curves, lack of sidewalks, etc.

4. 10 mph Pace Speed

5. Parking Practices

6. Residence District: 25 mph prima facie speed limit established per CVC 22352 (b)

7. Local Street: 25 mph prima facie speed limit established per CVC 40802 (b)(1)

8. Land or facility that generates high concentrations of bicyclists or pedestrians such as:

a. Presence of Retail

b. Parks, Multi-use Trails, & Recreational Destinations

c. Schools / Universities

d. Senior Centers

e. Religious Facilities & Cultural Areas

f. Health / Medical Facilities

g. Transit Stops / Transit Oriented Developments / Transit Priority Areas

h. Presence of Sidewalks

i. Presence of Crosswalks

j. Presence of Bikeways

k. Presence of vulnerable groups including children, seniors, or persons with disabilities

9. Retain current speed limit or restore immediately prior speed limit per CVC 22358.8

10. Top 20% Number of Adjusted Accidents / Accident Rate (Refer to Table 3)

11. Business Activity District

23

Table 1 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH) ^{1,2}	85 th Percentile Speed (MPH)	10 mph Pace Speed (MPH)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
23. <u>Eastwing</u> Westwing to Aliso Creek Rd.	40	35	42	30 - 39	63%	2, 4 & 5
24. <u>Enterprise</u> Pacific Park Dr. to Aliso Viejo Pkwy.	35	35	38	29 - 38	78%	1 & 4
25. <u>Enterprise</u> Aliso Viejo Pkwy. to Aliso Creek Rd.	40	35	37	27 - 36	82%	--
26. <u>Glenwood Drive</u> Moulton Pkwy. to Aliso Creek Rd.	50	45	50	39 - 48	71%	2 & 4
27. <u>Glenwood Drive</u> Aliso Creek Rd. to Enterprise	50	45	53	45 - 54	66%	1, 4, 8a, 8b, 8h, 8i, & 8j
28. <u>Hollyoak</u> Alicia Pkwy. to Laurelmont	25	25	28	19 - 28	86%	1, 4, & 5
29. <u>Hopseed</u> Wood Vista Way to Hollyleaf	25	25	36	29-30	51%	2, 5, & 9
30. <u>Journey</u> Pacific Park Dr. to Aliso Creek Rd.	35	35	36	21 - 30	73%	--
31. <u>La Paz Road</u> Pacific Park Dr. to SR-73	45	45	47	36 - 45	64%	--
32. <u>Laurelmont</u> Alicia Pkwy. to Hollyoak	25	25	32	23 - 32	78%	2, 4, & 5
33. <u>Liberty</u> Aliso Viejo Pkwy. to Aliso Creek Rd.	45	40	39	29 - 38	77%	--
34. <u>Oakgrove</u> Pacific Grove Dr. to Wood Canyon Dr. (North)	35	35	39	30 - 39	74%	1 & 4
35. <u>Oak View Drive</u> Westridge Dr. to Wood Canyon Dr.	35	30	40	32 - 41	86%	2, 4, 8c, 8h, & 8i
36. <u>Pacific Park Drive</u> Enterprise to Chase	50	45	57	44 - 53	59%	2, 4, 8h, 8i, & 8j
37. <u>Pacific Park Drive</u> Chase to Aliso Viejo Pkwy.	50	45	55	44 - 53	69%	2, 4, 8h, 8i, 8j, & 10
38. <u>Pacific Park Drive</u> Aliso Viejo Pkwy. to Alicia Pkwy.	50	45	50	42 - 51	76%	2, 4, 8a, 8b, 8c, 8h, 8i, 8j, & 10
39. <u>Pacific Park Drive</u> Alicia Pkwy. to Mareblu	45	45	51	40 - 49	73%	2, 4, & 10
40. <u>Peppertree</u> Pacific Park Dr. to knuckle curve	35	30	36	27 - 36	77%	2 & 4
41. <u>Pursuit</u> Liberty to curve	35	30	35	27 - 36	84%	2, 3, & 4
42. <u>Pursuit</u> Curve to Aliso Creek Rd.	35	30	34	25 - 34	80%	1, 3, 4, & 5
43. <u>Sanborn</u> Chase to Wood Canyon Dr.	25	25	36	25 - 34	77%	2, 4, 5,8b, 8c, 8h, & 8i.
44. <u>Summerfield</u> Aliso Creek Rd. to Autumnglen	30	30	34	26 - 35	81%	1, 4, & 5

¹ Recommended speed limits lower than the existing speed limit are shown in **Bold** and highlighted accordingly.

XX = Recommended speed limit lower than current speed limit (30 Roadway Segments)

² Recommended speed is determined in accordance with methodologies, procedures and guidelines contained in the California Manual on Uniform Traffic Control Devices (Caltrans, 2014 Edition) and California Vehicle Code (CVC).

³ Reason for Adjustment from 85th Percentile Speed:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed.

3. Roadway characteristics not readily apparent to a driver such as shifting alignment, sight distance constraints, railroad crossings, curves, lack of sidewalks, etc.

4. 10 mph Pace Speed

5. Parking Practices

6. Residence District: 25 mph prima facie speed limit established per CVC 22352 (b)

7. Local Street: 25 mph prima facie speed limit established per CVC 40802 (b)(1)

8. Land or facility that generates high concentrations of bicyclists or pedestrians such as:

a. Presence of Retail

b. Parks, Multi-use Trails, & Recreational Destinations

c. Schools / Universities

d. Senior Centers

e. Religious Facilities & Cultural Areas

f. Health / Medical Facilities

g. Transit Stops / Transit Oriented Developments / Transit Priority Areas

h. Presence of Sidewalks

i. Presence of Crosswalks

j. Presence of Bikeways

k. Presence of vulnerable groups including children, seniors, or persons with disabilities

9. Retain current speed limit or restore immediately prior speed limit per CVC 22358.8

10. Top 20% Number of Adjusted Accidents / Accident Rate (Refer to Table 3)

11. Business Activity District

Table 1 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH) ^{1,2}	85 th Percentile Speed (MPH)	10 mph Pace Speed (MPH)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
45. <u>Via Iglesia</u> Moulton Pkwy. to cul-de-sac	25	25	27	19 - 28	86%	--
46. <u>Westwing</u> Calle Corta to Aliso Creek Rd.	35	35	39	31 - 40	79%	1 & 4
47. <u>Westwing</u> Aliso Creek Rd. to Eastwing	35	35	35	28 - 37	92%	--
48. <u>Windsong</u> Aliso Creek Rd. to Cedarbrook	30	30	33	23 - 32	81%	1, 4, & 5
49. <u>Wolverine Way</u> Aliso Creek Rd. to cul-de-sac	35	30	37	28 - 37	76%	1, 3, 4, & 5
50. <u>Wood Canyon Drive</u> Thistledown to Grand	35	30	36	27 - 36	80%	2 & 4
51. <u>Wood Canyon Drive</u> Grand to Pacific Park Dr.	35	30	38	29 - 38	80%	1, 4, 8c, 8h & 8i
52. <u>Wood Canyon Drive</u> Pacific Park Dr. to Boundary Oak	50	45	43	35 - 44	83%	--
53. <u>Wood Canyon Drive</u> Boundary Oak to Calypso St.	50	45	49	41 - 50	71%	1 & 4
54. <u>Wood Canyon Drive</u> Knollwood to Hope St.	45	45	52	41 - 50	67%	2, 4, & 5
55. <u>Wood Vista Way</u> Hopseed to Canyon Vistas	35	30	33	24 - 33	78%	1 & 4
56. <u>Argonaut Loop</u> Argonaut to Glenwood Dr.	Not Posted	30	35	27 - 36	62%	1, 3, 4, & 5
57. <u>Brookline</u> End of Street to Aliso Creek Rd.	Not Posted	30	36	26 - 35	60%	2, 4, & 5
58. <u>Columbia Loop</u> Columbia to Columbia	Not Posted	25	31	19 - 28	50%	2, 3, 4, & 5
59. <u>Journey Loop</u> Journey to Journey	Not Posted	30	35	24 - 33	49%	1, 3, & 4
60. <u>Morning Ridge / Creekside / Woodside</u> Pacific Park Dr. to Alicia Pkwy.	Not Posted	25	28	21 - 30	57%	1, 3, & 4

¹ Recommended speed limits lower than the existing speed limit are shown in **Bold** and highlighted accordingly.

XX = Recommended speed limit lower than current speed limit (30 Roadway Segments)

² Recommended speed is determined in accordance with methodologies, procedures and guidelines contained in the California Manual on Uniform Traffic Control Devices (Caltrans, 2014 Edition) and California Vehicle Code (CVC).

³ Reason for Adjustment from 85th Percentile Speed:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed.

3. Roadway characteristics not readily apparent to a driver such as shifting alignment, sight distance constraints, railroad crossings, curves, lack of sidewalks, etc.

4. 10 mph Pace Speed

5. Parking Practices

6. Residence District: 25 mph prima facie speed limit established per CVC 22352 (b)

7. Local Street: 25 mph prima facie speed limit established per CVC 40802 (b)(1)

8. Land or facility that generates high concentrations of bicyclists or pedestrians such as:

a. Presence of Retail

b. Parks, Multi-use Trails, & Recreational Destinations

c. Schools / Universities

d. Senior Centers

e. Religious Facilities & Cultural Areas

f. Health / Medical Facilities

g. Transit Stops / Transit Oriented Developments / Transit Priority Areas

h. Presence of Sidewalks

i. Presence of Crosswalks

j. Presence of Bikeways

k. Presence of vulnerable groups including children, seniors, or persons with disabilities

9. Retain current speed limit or restore immediately prior speed limit per CVC 22358.8

10. Top 20% Number of Adjusted Accidents / Accident Rate (Refer to Table 3)

11. Business Activity District

25

Table 2 | Total Number of Roadway Segment Collisions

Roadway Segment		2021	2022	2023	2024	2025	Total Number of Collisions
1.	<u>Alicia Parkway</u> City Limits to SR-73	4	5	3	6	1	19
2	<u>Alicia Parkway</u> SR-73 to Pacific Park Dr.	8	4	6	4	7	29
3.	<u>Aliso Creek Road</u> Alicia Pkwy. to Aliso Viejo Pkwy. (South)	6	6	10	11	5	38
4.	<u>Aliso Creek Road</u> Aliso Viejo Pkwy. (South) to Pacific Park Dr.	2	2	7	9	4	24
5	<u>Aliso Creek Road</u> Pacific Park Dr. to Glenwood Dr.	12	14	25	30	19	100
6.	<u>Aliso Creek Road</u> Glenwood Dr. to El Toro Rd.	6	10	9	7	3	35
7.	<u>Aliso Viejo Parkway</u> Moulton Pkwy. to Aliso Creek Rd. (North)	4	0	5	9	3	21
8.	<u>Aliso Viejo Parkway</u> Aliso Creek Rd. (North) to Enterprise	2	2	2	4	2	12
9.	<u>Aliso Viejo Parkway</u> Enterprise to Aliso Creek Rd. (South)	4	10	4	3	6	27
10.	<u>Autumnglen</u> Aliso Creek Rd. to Summerfield	1	3	3	2	2	11
11.	<u>Boundary Oak</u> Wood Canyon Dr. to Pacific Grove Dr.	0	1	4	2	0	7
12.	<u>Canyon Vistas</u> Pacific Park Dr to Silkwood	1	0	1	1	0	3
13.	<u>Canyon Wren Lane</u> Westwing to El Toro Rd.	0	0	0	1	0	1
14.	<u>Cedarbrook</u> Glenwood Dr. to Da Vinci	0	0	0	0	1	1
15.	<u>Cedarbrook</u> Glenwood Dr. to Aliso Viejo Pkwy.	2	0	0	2	1	5
16.	<u>Cedarbrook</u> Aliso Viejo Pkwy. to Park	3	3	2	1	2	11
17.	<u>Chase</u> Pacific Park Dr. to Thistledown	2	1	3	2	1	9
18.	<u>City Lights Drive</u> Pacific Park Dr. to Grand	2	1	0	1	0	4
19.	<u>Columbia</u> Aliso Creek Rd. to Aliso Viejo Pkwy.	1	1	2	0	0	4
20.	<u>Da Vinci</u> Glenwood Dr. to Cedarbrook	0	1	0	0	1	2
21.	<u>Deerhurst</u> Pacific Park Dr. to Wolverine Wy.	2	4	5	4	1	16
22.	<u>Eastwind</u> Briarglen to Amber	0	0	0	0	0	0
23.	<u>Eastwing</u> Westwing to Aliso Creek Rd.	0	5	1	0	1	7
24.	<u>Enterprise</u> Pacific Park Dr. to Aliso Viejo Pkwy.	1	3	0	2	1	7
25.	<u>Enterprise</u> Aliso Viejo Pkwy. to Aliso Creek Rd.	0	3	1	2	1	7
26.	<u>Glenwood Drive</u> Moulton Pkwy. to Aliso Creek Rd.	5	3	5	4	2	19
27.	<u>Glenwood Drive</u> Aliso Creek Rd. to Enterprise	4	0	4	5	2	15
28.	<u>Hollyoak</u> Alicia Pkwy. to Laurelmont	6	1	1	4	1	13
29.	<u>Hopseed</u> Wood Vista Way to Hollyleaf	0	0	0	0	0	0
30.	<u>Journey</u> Pacific Park Dr. to Aliso Creek Rd.	5	1	1	1	1	9
31.	<u>La Paz Road</u> Pacific Park Dr. to SR-73	4	1	1	4	2	12
32.	<u>Laurelmont</u> Alicia Pkwy. to Hollyoak	0	0	1	1	0	2
33.	<u>Liberty</u> Aliso Viejo Pkwy. to Aliso Creek Rd.	1	2	2	1	1	7

Table 2 | Total Number of Roadway Segment Collisions

Roadway Segment		2021	2022	2023	2024	2025	Total Number of Collisions
34.	<u>Oakgrove</u> Pacific Grove Dr. to Wood Canyon Dr. (North)	1	0	2	5	0	8
35.	<u>Oak View Drive</u> Westridge Dr. to Wood Canyon Dr.	2	1	2	1	0	6
36.	<u>Pacific Park Drive</u> Enterprise to Chase	2	2	3	2	2	11
37.	<u>Pacific Park Drive</u> Chase to Aliso Viejo Pkwy.	5	3	5	5	3	21
38.	<u>Pacific Park Drive</u> Aliso Viejo Pkwy. to Alicia Pkwy.	15	18	16	16	12	77
39.	<u>Pacific Park Drive</u> Alicia Pkwy. to Mareblu	15	8	10	13	9	55
40.	<u>Peppertree</u> Pacific Park Dr. to knuckle curve	2	1	1	2	1	7
41.	<u>Pursuit</u> Liberty to curve	0	0	1	0	0	1
42.	<u>Pursuit</u> Curve to Aliso Creek Rd.	1	2	2	0	3	8
43.	<u>Sanborn</u> Chase to Wood Canyon Dr.	0	1	0	1	1	3
44.	<u>Summerfield</u> Aliso Creek Rd. to Autumnglen	1	1	1	2	1	6
45.	<u>Via Iglesia</u> Moulton Pkwy. to cul-de-sac	3	2	3	2	1	11
46.	<u>Westwing</u> Calle Corta to Aliso Creek Rd.	1	1	2	3	0	7
47.	<u>Westwing</u> Aliso Creek Rd. to Eastwing	1	1	1	1	0	4
48.	<u>Windsong</u> Aliso Creek Rd. to Cedarbrook	1	2	0	0	1	4
49.	<u>Wolverine Way</u> Aliso Creek Rd. to cul-de-sac	1	0	3	3	2	9
50.	<u>Wood Canyon Drive</u> Thistledown to Grand	0	2	2	1	1	6
51.	<u>Wood Canyon Drive</u> Grand to Pacific Park Dr.	4	1	2	2	1	10
52.	<u>Wood Canyon Drive</u> Pacific Park Dr. to Boundary Oak	5	0	2	2	0	9
53.	<u>Wood Canyon Drive</u> Boundary Oak to Calypso St.	2	2	4	2	0	10
54.	<u>Wood Canyon Drive</u> Knollwood to Hope St.	0	4	1	1	2	8
55.	<u>Wood Vista Way</u> Hopseed to Canyon Vistas	1	0	0	0	0	1
56.	<u>Argonaut Loop</u> Argonaut to Glenwood Dr.	1	0	2	0	0	3
57.	<u>Brookline</u> End of Street to Aliso Creek Rd.	0	2	1	1	0	4
58.	<u>Columbia Loop</u> Columbia to Columbia	0	0	0	0	0	0
59.	<u>Journey Loop</u> Journey to Journey	3	0	0	0	1	4
60.	<u>Morning Ridge / Creekside / Woodside</u> Pacific Park Dr. to Alicia Pkwy.	1	0	1	2	0	4

¹ Collision data obtained from the California Crash Report

Table 3 | Safety Corridors – Adjusted Number of Collisions Per Roadway Segment

Roadway Segment		Number of Collisions	Number of Fatal Collisions	Number of Severe Collisions	Number of Pedestrian Involved Collisions	Number of Bicyclist Involved Collisions	Adjusted No. of Collisions ^{1,2}
1.	<u>Alicia Parkway</u> City Limits to SR-73	19	0	12	1	1	37.50
2	<u>Alicia Parkway</u> SR-73 to Pacific Park Dr.	29	0	19	1	2	58.25
3.	<u>Aliso Creek Road</u> Alicia Pkwy. to Aliso Viejo Pkwy. (South)	38	2	25	1	5	81.00
4.	<u>Aliso Creek Road</u> Aliso Viejo Pkwy. (South) to Pacific Park Dr.	24	0	12	1	1	42.50
5	<u>Aliso Creek Road</u> Pacific Park Dr. to Glenwood Dr.	100	1	59	4	4	192.50
6.	<u>Aliso Creek Road</u> Glenwood Dr. to El Toro Rd.	35	0	24	0	0	71.00
7.	<u>Aliso Viejo Parkway</u> Moulton Pkwy. to Aliso Creek Rd. (North)	21	0	12	1	2	39.75
8.	<u>Aliso Viejo Parkway</u> Aliso Creek Rd. (North) to Enterprise	12	0	9	0	0	25.50
9.	<u>Aliso Viejo Parkway</u> Enterprise to Aliso Creek Rd. (South)	27	0	18	0	1	54.25
10.	<u>Autumnglen</u> Aliso Creek Rd. to Summerfield	11	0	10	0	1	26.25
11.	<u>Boundary Oak</u> Wood Canyon Dr. to Pacific Grove Dr.	7	0	4	4	0	14.00
12.	<u>Canyon Vistas</u> Pacific Park Dr to Silkwood	3	0	2	1	0	6.25
13.	<u>Canyon Wren Lane</u> Westwing to El Toro Rd.	1	0	1	0	0	2.50
14.	<u>Cedarbrook</u> Glenwood Dr. to Da Vinci	1	0	1	0	0	2.50
15.	<u>Cedarbrook</u> Glenwood Dr. to Aliso Viejo Pkwy.	5	0	3	0	0	9.50
16.	<u>Cedarbrook</u> Aliso Viejo Pkwy. to Park	11	0	5	0	2	19.00
17.	<u>Chase</u> Pacific Park Dr. to Thistledown	9	0	5	0	0	16.50
18.	<u>City Lights Drive</u> Pacific Park Dr. to Grand	4	0	3	1	0	8.75
19.	<u>Columbia</u> Aliso Creek Rd. to Aliso Viejo Pkwy.	4	0	3	0	1	8.75
20.	<u>Da Vinci</u> Glenwood Dr. to Cedarbrook	2	0	1	0	0	3.50
21.	<u>Deerhurst</u> Pacific Park Dr. to Wolverine Wy.	16	0	10	3	2	32.25
22.	<u>Eastwind</u> Briarglen to Amber	0	0	0	0	0	0.00
23.	<u>Eastwing</u> Westwing to Aliso Creek Rd.	7	0	6	0	0	16.00
24.	<u>Enterprise</u> Pacific Park Dr. to Aliso Viejo Pkwy.	7	0	4	0	0	13.00
25.	<u>Enterprise</u> Aliso Viejo Pkwy. to Aliso Creek Rd.	7	0	4	0	1	13.25
26.	<u>Glenwood Drive</u> Moulton Pkwy. to Aliso Creek Rd.	19	0	12	1	1	37.50
27.	<u>Glenwood Drive</u> Aliso Creek Rd. to Enterprise	15	0	11	0	0	31.50
28.	<u>Hollyoak</u> Alicia Pkwy. to Laurelmont	13	0	9	1	1	27.00
29.	<u>Hopseed</u> Wood Vista Way to Hollyleaf	0	0	0	0	0	0.00
30.	<u>Journey</u> Pacific Park Dr. to Aliso Creek Rd.	9	0	3	1	0	13.75
31.	<u>La Paz Road</u> Pacific Park Dr. to SR-73	12	0	7	0	1	22.75
32.	<u>Laurelmont</u> Alicia Pkwy. to Hollyoak	2	0	2	0	1	5.25
33.	<u>Liberty</u> Aliso Viejo Pkwy. to Aliso Creek Rd.	7	0	5	0	1	14.75

Table 3 | Safety Corridors – Adjusted Number of Collisions Per Roadway Segment

Roadway Segment	Number of Collisions	Number of Fatal Collisions	Number of Severe Collisions	Number of Pedestrian Involved Collisions	Number of Bicyclist Involved Collisions	Adjusted No. of Collisions ^{1,2}
34. <u>Oakgrove</u> Pacific Grove Dr. to Wood Canyon Dr. (North)	8	0	5	1	0	15.75
35. <u>Oak View Drive</u> Westridge Dr. to Wood Canyon Dr.	6	0	5	4	0	14.50
36. <u>Pacific Park Drive</u> Enterprise to Chase	11	0	8	1	0	23.25
37. <u>Pacific Park Drive</u> Chase to Aliso Viejo Pkwy.	21	0	17	0	2	47.00
38. <u>Pacific Park Drive</u> Aliso Viejo Pkwy. to Alicia Pkwy.	77	0	41	4	5	140.75
39. <u>Pacific Park Drive</u> Alicia Pkwy. to Mareblu	55	2	36	3	6	115.25
40. <u>Peppertree</u> Pacific Park Dr. to knuckle curve	7	0	3	0	0	11.50
41. <u>Pursuit</u> Liberty to curve	1	0	0	0	0	1.00
42. <u>Pursuit</u> Curve to Aliso Creek Rd.	8	0	5	0	2	16.00
43. <u>Sanborn</u> Chase to Wood Canyon Dr.	3	0	1	1	0	4.75
44. <u>Summerfield</u> Aliso Creek Rd. to Autumnglen	6	0	3	0	2	11.00
45. <u>Via Iglesia</u> Moulton Pkwy. to cul-de-sac	11	0	1	0	0	12.50
46. <u>Westwing</u> Calle Corta to Aliso Creek Rd.	7	0	4	0	0	13.00
47. <u>Westwing</u> Aliso Creek Rd. to Eastwing	4	0	3	0	0	8.50
48. <u>Windsong</u> Aliso Creek Rd. to Cedarbrook	4	0	3	1	0	8.75
49. <u>Wolverine Way</u> Aliso Creek Rd. to cul-de-sac	9	0	6	0	1	18.25
50. <u>Wood Canyon Drive</u> Thistledown to Grand	6	0	3	0	1	10.75
51. <u>Wood Canyon Drive</u> Grand to Pacific Park Dr.	10	0	9	0	1	23.75
52. <u>Wood Canyon Drive</u> Pacific Park Dr. to Boundary Oak	9	0	8	0	1	21.25
53. <u>Wood Canyon Drive</u> Boundary Oak to Calypso St.	10	1	6	3	1	22.00
54. <u>Wood Canyon Drive</u> Knollwood to Hope St.	8	0	5	0	0	15.50
55. <u>Wood Vista Way</u> Hopseed to Canyon Vistas	1	0	0	0	0	1.00
56. <u>Argonaut Loop</u> Argonaut to Glenwood Dr.	3	0	2	0	0	6.00
57. <u>Brookline</u> End of Street to Aliso Creek Rd.	4	0	2	0	0	7.00
58. <u>Columbia Loop</u> Columbia to Columbia	0	0	0	0	0	0.00
59. <u>Journey Loop</u> Journey to Journey	4	0	0	0	0	4.00
60. <u>Morning Ridge / Creekside / Woodside</u> Pacific Park Dr. to Alicia Pkwy.	4	0	2	1	0	7.25

¹ The adjusted number of collisions is a sum of the number of collisions with the following factors applied:
Total Number of Collisions = 1.0
Number of Fatal Collisions = 3.0
Number of Severe Injury Collsions = 2.5
Number of Pedestrian / Bicyclist Related Collsions = 1.25

² The top 20% of roadway segments based on the adjusted number of collisions is highlighted blue.



Exhibits

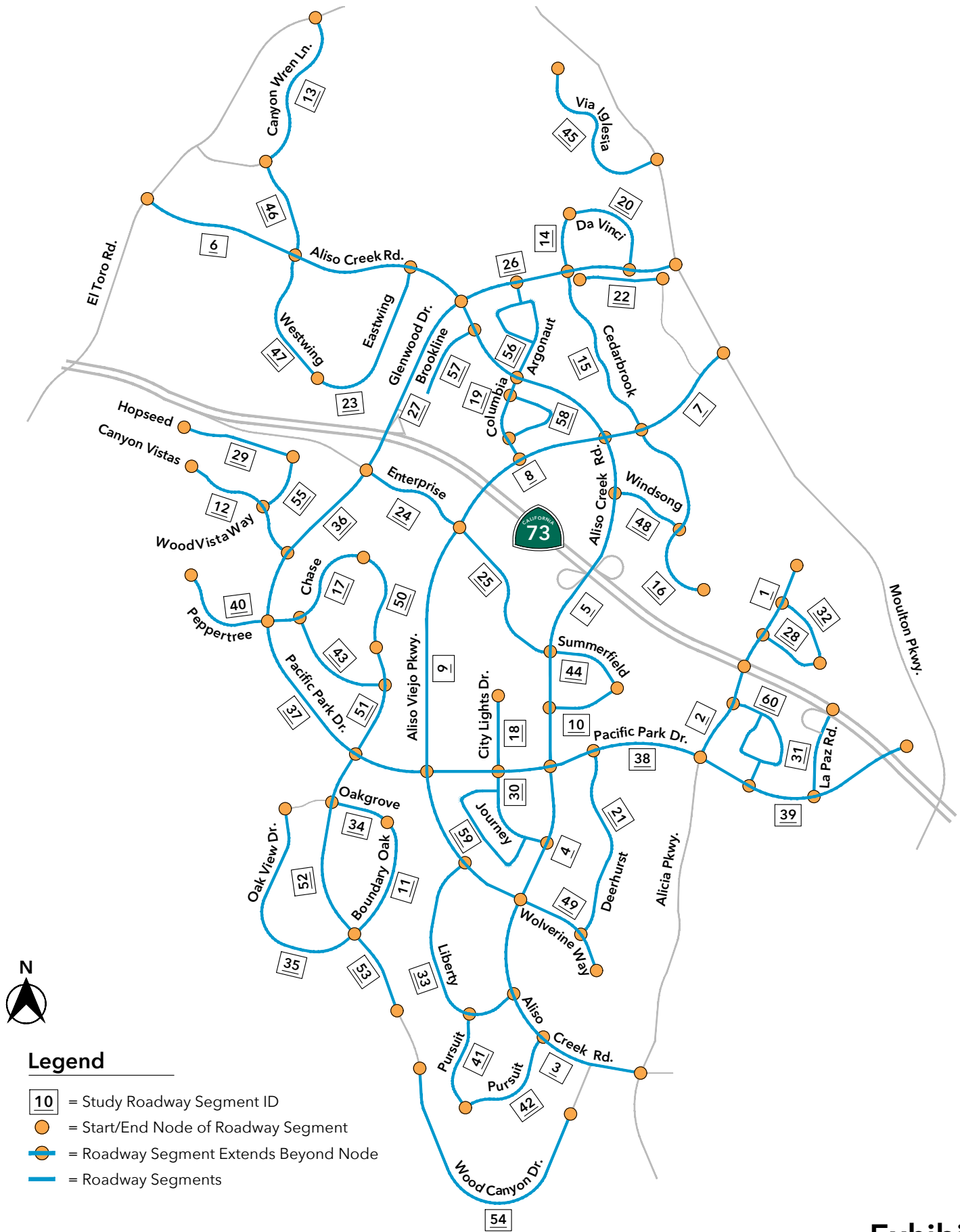


Exhibit A

Study Roadway Segment Location Map

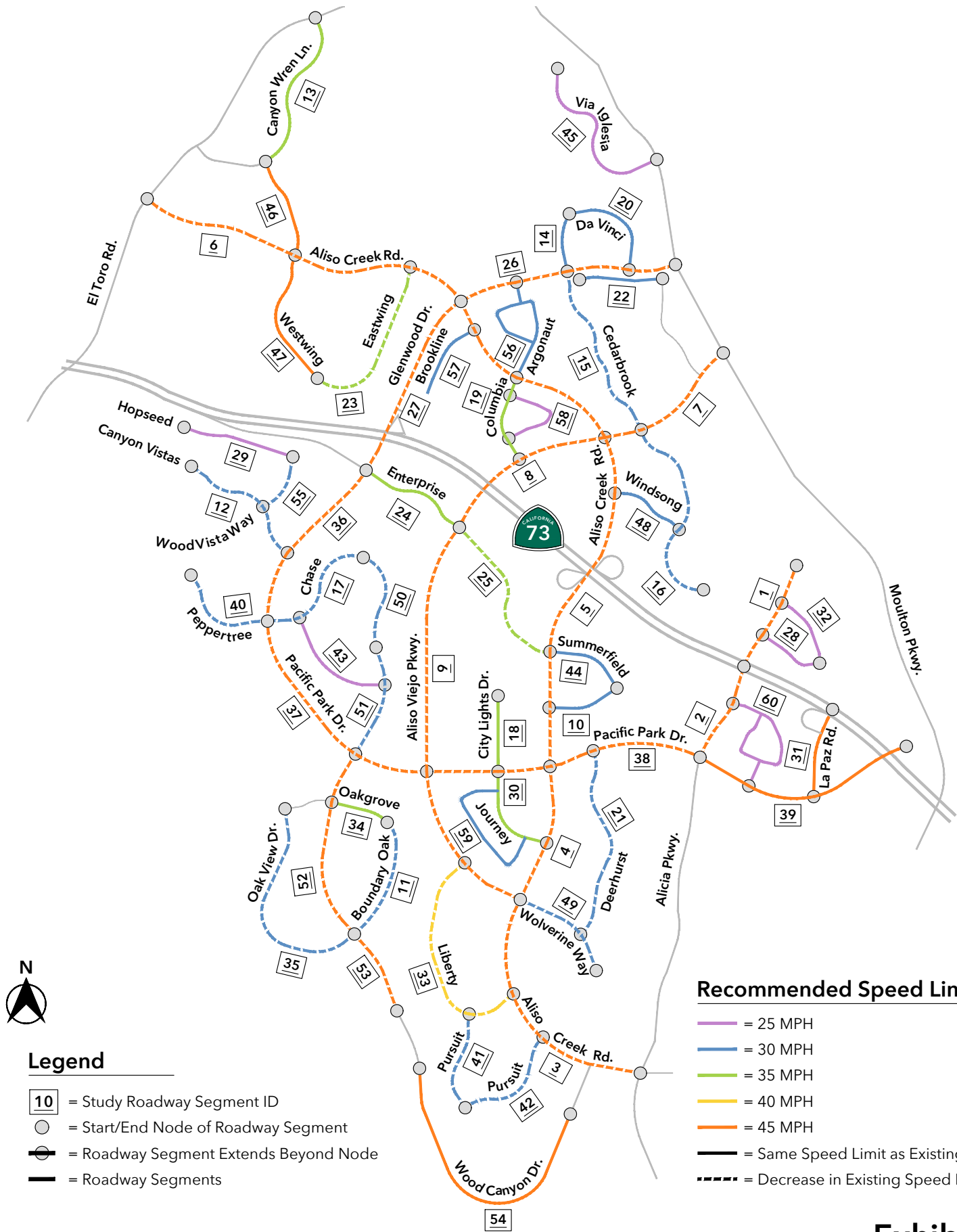


Exhibit B

Recommended Speed Limits

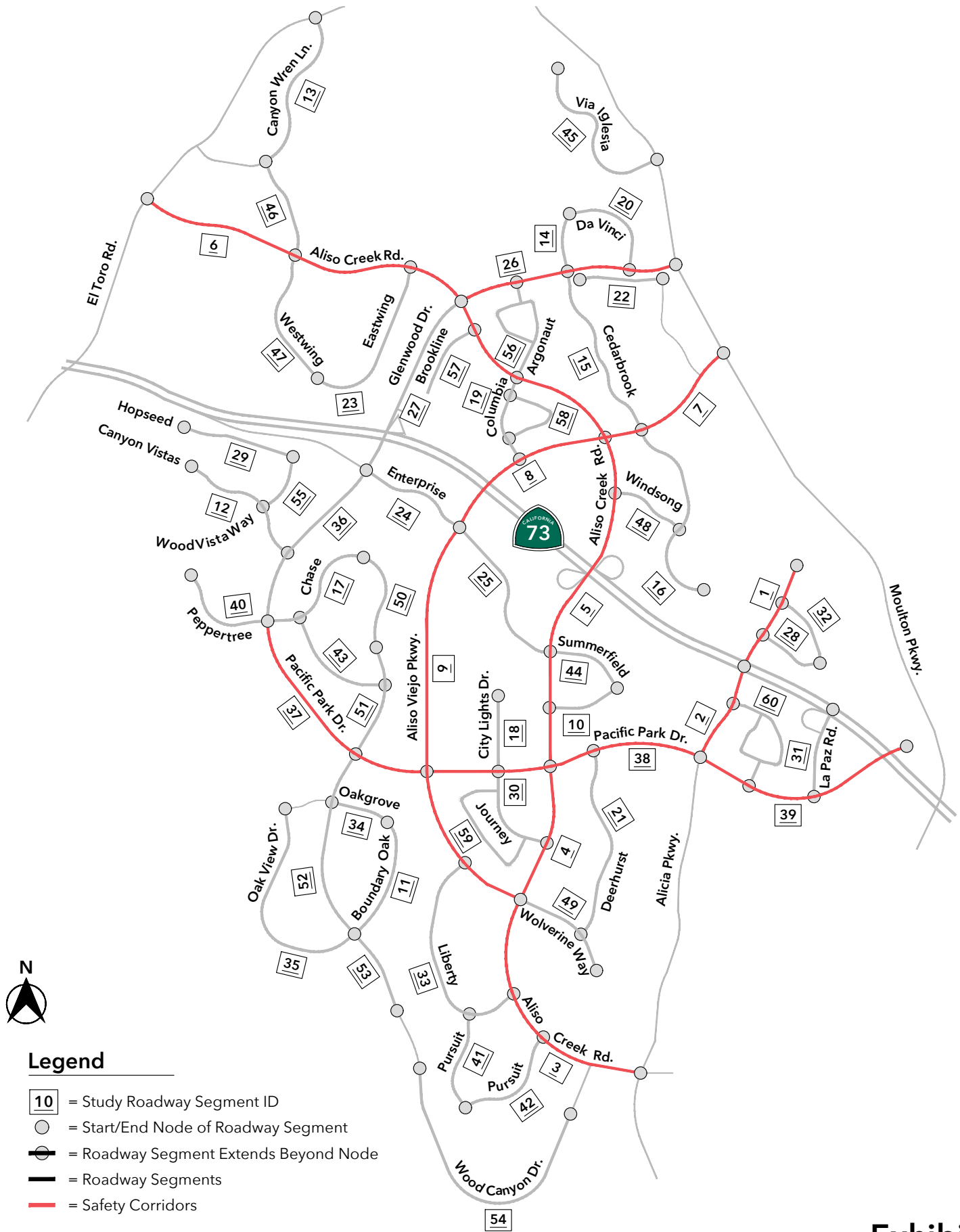


Exhibit C

Safety Corridors



Appendices



Appendix A

CA MUTCD Section 2B.21

SPEED LIMIT SIGNS AND PLAQUES

Section 2B.21 Speed Limit Sign (R2-1)

Support:

- 01 In general, the maximum speed limits applicable to rural and urban roads are established:
- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
 - B. As speed zones – based on engineering studies.
- 02 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.
- 03 Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or ~~designate reduced~~ speed zones using an engineering study. Setting appropriate speed limits is especially important to ensure safety for all road users in varying types of contexts, particularly on roadways where adjacent land use suggests that trips could be served by varied modes. These situations include urban and suburban non-freeway arterials or rural arterials that serve as main streets in smaller communities, consistent with the context classifications of urban core, urban, suburban, and rural towns found in “A Policy on Geometric Design of Highways and Streets,” 2018 Edition, AASHTO. When setting a speed limit, a range of factors such as land-use context, pedestrian and bicyclist activity, crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds can influence the speed limit determined in the engineering study. The engineering study will determine which of the recommended factors will prevail in setting the speed limit.
- 04 Jurisdictions can use speed limit setting tools and methods such as expert systems and those consistent with the safe system approach as part of the required engineering study for a non-statutory speed limit. As speed limit setting tools vary, jurisdictions need to be aware of their limitations and advantages, possible variation between the tools and the need to explore gaps or weaknesses of tools, and weigh the output accordingly in consideration of setting speed limits.
- 04a The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.
- 05 To achieve desired operating speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as traffic calming measures, geometric design features, speed safety cameras, and increased enforcement.
- 05a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

Standard:

- 06 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS), also noted as an engineering study that has been performed in accordance with traffic engineering practices. ~~The engineering study shall consider the roadway context.~~**

Guidance:

- 07 *The engineering study should consider the roadway context. Among the factors that should be considered when conducting an engineering study for establishing or reevaluating speed limits within speed zones are the following:*
- A. Roadway environment *not readily apparent to the driver (CVC § 627) (such as roadside development, number and frequency of driveways and access points, and land use), functional classification, public transit volume and*

location or frequency of stops, parking practices, and pedestrian and bicycle facilities and activity;

- B. Roadway characteristics **not readily apparent to the driver (CVC § 627)** (such as lane widths, shoulder condition, grade, alignment, median type, and sight distance);*
- C. Geographic context (such as ~~an urban district, rural town center, non-urbanized rural area, or suburban area~~ **residential district, business district, business activity district**), ~~and multi-modal trip generation;~~*
- D. Reported crash experience for at least a ~~12~~ **36-month** period;*
- E. Speed distribution of free-flowing vehicles including the pace, median (50th-percentile), and 85th- ~~percentile~~ **percentile** speeds; and*
- F. A review of past speed studies to identify any trends in operating speeds **(CVC § 22358.8)***

Support:

- 07a Refer to FHWA's List of Known Errors for error in Paragraph 7, Item E text. Refer to Section 1A.04 for more details.

Guidance:

- 08 *When the 85th-percentile speed is appreciably greater than the posted speed limit, and the roadway context does not support setting a higher speed limit, the engineering **(not E&TS)** study should consider whether changes to geometric features, enforcement, and/or other speed-reduction countermeasures might improve compliance with the posted speed limit. A similar approach should be used if the results of past speed studies indicate that the 85th-percentile speed has consistently increased.*

- 09 *~~On urban and suburban arterials, and on rural arterials that serve as main streets through developed areas of communities, the 85th percentile speed should not be used to set speed limits without consideration of all factors described in Paragraph 7 of this Section.~~*

Standard:

- 10 ~~On a freeway, expressway, or rural highway (outside urbanized locations or conditions),~~ **On a highway, the speed limit that is posted within a speed zone shall be within 5 mph 12.4 mph of the 85th-percentile speed of free-flowing motor-vehicle traffic under the following conditions:**

- A. All factors described in Paragraph 7 of this Section have been considered and determined to be non-mitigating.**
- B. ~~The measures described in Paragraph 8 of this Section have been considered to the extent practicable.~~**

Guidance:

- 11 *State and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review (such as changes to roadway context, the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes to road geometrics, changes in traffic control signal coordination, or significant changes in traffic volumes).*

- 12 *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately ½ mile, to avoid obtaining skewed results for the speed distribution. If the signal spacing is less than 1 mile, the speed study should be at approximately the middle of the segment.*

Support:

- 12a Speed limits in California are governed by the CVC, §§ 22348 through 22413; also, pertinent sections are found in §§ 627 and 40802 and others referenced in this section. Refer to Section 1A.05 for information regarding this publication.

- 12b Refer to Part 6, Section 6B.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Basic Speed Law and Prima Facie Speed Limits – Refer to CVC §§ 22350 & 22352

- 12c The basic speed law states “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.”

Standard:

- 12d **Prima facie speed limits are specific limits and shall apply unless changed based upon an E&TS and signs are posted that display the new speed limit.**

Option:

- 12e Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Legal Authority for Establishing Speed Limits

Support:

- 12f Delegation of legal authority to set speed limits based on valid E&TS on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 70 mph on State highways. The Director of Caltrans retains the authority to approve variable, and minimum speed limits on State freeways.

Standard:

- 12g **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an E&TS.**

Option:

- 12h The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - Refer to CVC § 22355

- 12i The following speed limits may apply:

- Whenever Caltrans determines based upon an E&TS that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC § 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - Refer to CVC § 22400

- 12j The following speed limits may apply:

- Whenever Caltrans determines based upon an E&TS that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Engineering and Traffic Survey (E&TS)

Support:

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

Standard:

- 12l **An 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 § 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 (Refer to 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 reasonable majority of drivers.*

Support:

- 12t Generally, the most decisive evidence of conditions not readily apparent to the driver are identified 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 85 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 speed are not generally considered reasonable and prudent. Speed limits below the 85th percentile speed 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 speed 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 considers 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 speed zone.

Guidance:

- 12x *Speed zones of less than 0.5 miles in rural locations, 0.25 miles for urban locations, 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 device 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.

CVC § 22358.6 – 85th-Percentile speed, Rounding, 5 mph Increment, 5 mph 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 § 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 § 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC § 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 5 mph increment of the 85th-percentile speed, in compliance with CVC §§ 627 and 22358.5. CVC §§ 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 § 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 § 21400(b). Refer to CVC § 22358.6(c).

Standard:

- 12ac **If 5 mph reduction is applied to the 85th percentile speed after it is rounded to the nearest 5 mph increment and the required rounding is a rounding down, to establish posted speed limit, an E&TS shall document in writing the conditions and justification for the 5 mph reduction and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC §§ 627 and 22358.5. Refer to § 22358.6(b).**
- 12ad **If the 85th percentile speed is rounded down to the lower 5 mph increment, in cases in which the 85th percentile speed**

needs to round up to the nearest 5 mph increment, to establish posted speed limit, the speed limit shall not be reduced any further pursuant to CVC § 22358.6(b).

12ae The total reduction from the 85th percentile speed shall not exceed 12.4 mph. Refer to CVC § 22358.6(e).

Support:

12af Refer to Table 2B-103(CA), which provides examples of 85th-percentile speed values and the application of the speed limit policies and criteria applicable per CVC §§ 22358.6 and 22358.7.

CVC § 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians

Standard:

12ag Additional lowering of the speed limits from standards, as included in paragraph 12z and Options as described in paragraphs 12aa, and 12ab, is prohibited, except for the roadway segments designated as “safety corridor” or “land or facilities that generate high concentrations of bicyclists and pedestrians” in compliance with CVC §§ 22358.6(d) and 22358.7.

Option:

12ah Caltrans or local authority may additionally lower the speed limits by 5 mph from the final value determined based on paragraphs 12z, 12aa and 12ab if, after completing an E&TS, it finds that the speed limit is still more than is reasonable or safe, for either of the following reasons:

- 1. The portion of a highway has been designated as a safety corridor.**
- 2. The portion of highway meets the definition of land or facility that generates high concentrations of bicyclists or pedestrians.**

CVC § 22358.7(a)(1) – “Safety Corridor” Definition

Standard:

12ai A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.

12aj One or more crash weighting factors as provided in paragraph 12ak of this section shall be used to prioritize the locations of fatal and serious injury crashes in developing the “Safety Corridor”.

Option:

12ak The crash weighting factors to prioritize the locations of fatal and serious injury crashes in developing the “Safety Corridor” may include, but are not limited to, the factors included in Table 2B-104(CA).

12al Data used to determine a safety corridor may be from the most recent E&TS performed. The crash data source may include, but is not limited to, California Highway Patrol’s (CHP) Statewide Integrated Traffic Records System (SWITRS).

Standard:

12am The prioritized subset of safety corridors shall:

- 1. Identify specific locations with high crash occurrences.**
- 2. Identify corridor-level segments with a pattern of crash reoccurrence.**
- 3. Be able to be stratified by mode.**

12an Safety corridors shall represent a prioritized subset of the overall roadway network within an authority’s responsibilities and shall not exceed one-fifth of the overall roadway network.

Guidance:

12ao A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.

Option:

12ap For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur.

12aq To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

Standard:

12ar A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.

Option:

12as Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

CVC § 22358.7(a)(2) – “Land or facility that generates high concentrations of bicyclists or pedestrians” definition

Standard:

12at A land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-105(CA) are present within a distance of 1320 feet longitudinally of highway, and meets condition specified in paragraph 12au.

12au Crash data demonstrates the highway segment is within the top twenty percent of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year.

12av A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet longitudinally of highway.

Option:

12aw A highway segment may be longer than 1320 feet longitudinally of highway provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet.

Standard:

12ax The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction.

Option:

12ay A high concentration of pedestrians and bicyclists may be longer than 1320 feet longitudinally of highway provided that a minimum of one generator is present for every 1320 feet.

12az Data used to determine high concentration locations may be obtained from the most recently performed E&TS.

CVC § 22358.8 (Retain currently adopted or restore immediately prior speed limit)

12ba Caltrans or a local authority may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit on a highway that is not a freeway without further reduction as provided in CVC § 22358.8.

Standard:

12bb Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by Caltrans Director's Order for SHS or local ordinance for highways under local jurisdiction, if after completing an E&TS, Caltrans or a local authority finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

12bc If Caltrans or a local authority decides to use lower speed limit based on CVC § 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit nor below the immediately prior speed limit. Refer to CVC § 22358.8(b).

12bd CVC § 22358.8 shall not be applicable to a roadway that is a freeway.

CVC § 22358.9 – Business Activity District

Option:

12be Caltrans or a local authority may, by Caltrans Director's Order for SHS or local ordinance for highways under local jurisdiction, determine and declare a 25 or 20 mph prima facie speed limit on a highway that is not a freeway and that is contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 mph if the highway segment meets all of the following conditions:

1. A maximum of four traffic lanes.
2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.
3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.

12bf A "business activity district" is that portion of a highway that is not a freeway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets a least three of the following four requirements:

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalk(s) not controlled by a traffic control device.

Standard:

- 12bg **Caltrans or a local authority shall not declare a prima facie speed limit on a portion of a highway where it has already lowered the speed limit as permitted for designated safety corridors (CVC § 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC § 22358.7) or retained the currently adopted speed limit (CVC § 22358.8) or have restored the immediately prior adopted speed limit (CVC § 22358.8). Refer to CVC § 22358.9(c).**
- 12bh **CVC § 22358.9 shall not be applicable to a roadway that is a freeway.**

Support:

- 12bi CVC §§ 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a particular city or county enacts an ordinance or resolution to this effect. Refer to CVC §§ 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.

Truck Speed Zone on Descending Grades

Guidance:

- 12bj *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4P) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

Support:

- 12bk To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

Standard:

- 12bl **Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys and remain valid for up to 7 years and may be extended to 14 years if conditions are met. An analysis of collisions involving trucks shall be prepared.**

Speed Traps

Support:

- 12bm Refer to CVC § 40802 for Speed Traps.

Standard:

- 12bn **A speed trap shall not apply to a local street, road, school zone, senior zone, or business activity district.**

Support:

- 12bo Senior zone is an area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign pursuant to CVC § 22352.

- 12bp Business activity district is a section of highway described in CVC § 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC § 22358.9(a)(1).

Standard:

- 12bq **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an E&TS within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects, or seven years when using radar and all of the criteria specified in Paragraph 12bn are met.**

- 12br **This time provision shall be extended to seven years if the existing speed limit is initially valid for 5 years, when using radar and all of the following criteria are met:**

- The arresting officer has successfully completed a minimum of 24 hours of radar operator course. Approved and certified by the Commission on Peace Officer Standards and Training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

- 12bs **This time provision shall be extended to seven years if the existing speed limit is initially valid for 5 years, when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- The arresting officer has successfully completed a minimum of 24 hours of radar operator course. Approved and certified by the Commission on Peace Officer Standards and Training.
- The arresting officer has successfully completed a minimum of 2 hours of additional training. Course approved and certified by the Commission on Peace Officer Standards and Training .
- The laser or other electronic device used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Option:

12bt This time provision for an E&TS may be extended to fourteen years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Standard:

13 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, resolution, regulation, or as adopted by the authorized agency based on an engineering study. The speed limits displayed shall be in multiples of 5 mph.**

14 **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.**

Guidance:

14a *Sections 2A.13 and 2A.16 provide guidance provisions on the location and lateral offset for signs.*

Option:

14b Where speed zones are longer than 1-mile, intermediate signs may be placed at approximate 1 mile intervals.

14c For three or more lanes in each direction, dual installation on both the left-side and right-side of the roadway may be used.

Standard:

14d **Freeways with a speed limit, 65 mph or 70 mph, Speed Limit (R2-1) signs shall be posted as follows:**

- At the beginning of the segment, on the right-hand side of the roadway.
- Subsequently throughout the segment, at a maximum of 10-mile interval and immediately after locations where significant volumes of traffic enter the segment, on the right-hand side of the roadway.

Option:

- The 10-mile interval may be modified to include locations following entrance ramps.

Standard:

14e **Freeways segment where with a speed limit 55 mph, Speed Limit (R2-1) signs shall be posted as follows:**

- The beginning of the segment on the right-hand side of the roadway.
- Subsequently throughout the segment, at maximum 3-mile interval and immediately after locations where significant volumes of traffic enter the segment with no more than 3 interchanges between signs, on the right-hand side of the roadway.

14f **Expressways with a speed limit 55 mph or 65 mph, Speed Limit (R2-1) signs shall be posted as follows:**

- At the beginning of the segment, on the right-hand side of the roadway.
- Subsequently throughout the segment, at 3- to 5-mile intervals and immediately after locations where significant volumes of traffic enter the segment, on the right-hand side of the roadway.

14g **Conventional highways with a speed limit 55 mph or 65 mph, Speed Limit (R2-1) signs shall be posted as follows:**

- At the beginning of the segment, on the right-hand side of the roadway.
- Subsequently throughout the segment, at maximum 5- to 10-mile intervals and immediately after locations where significant volumes of traffic enter the segment, on the right-hand side of the roadway.

Option:

14h Pavement markings with appropriate numerals (refer to Section 3B.20) may be used to supplement speed limit signs.

Standard:

15 **At the downstream end of the section to which a particular speed limit applies, a Speed Limit sign showing the next speed limit shall be installed.**

16 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where**

appropriate, at jurisdictional boundaries in urban areas.

Guidance:

- 17 *Additional Speed Limit signs should be installed beyond interchanges and major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.*

Standard:

- 17a **The Speed Zone Ahead (R2-4(CA)) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the speed limit applies.**
- 17b **The End Speed Limit (R3(CA)) signs, shall be placed at the end of the final speed zone, before the highway reverts to maximum statutory speed limit.**
- 17c **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**
- 17d **The End Speed Limit (R3(CA)) sign shall not be used at a transition into a change in speed limits within a reduced zone.**
- 17e **The End Speed Limit (R3(CA)) signs, shall be placed at the end of all speed zones and within a reasonable distance of no greater than 1000 ft from the next Speed Limit (R2-1) sign.**

Option:

- 17f The Speed Zone Ahead (R2-4(CA)) sign (refer to Figure 2B-3(CA)) may be used to inform the motorist of a speed zone.
- 17g The End Truck Speed Limit (R2-14) sign or the R3(CA) sign (refer to Figure 2B-3(CA)) with the TRUCK (M4-4P) plaque may be used to mark the end of truck speed zones on descending grades.
- 17h The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Truck and Bus Speed Limit Signs

Standard

- 17i **The TRUCKS, 3 AXLES OR MORE 55 (R6-3B(CA)) sign, the ALL VEHICLES WHEN TOWING 55 (R6-4B(CA)) sign, or the Speed Limit (R2-1) sign and the TRUCK SPEED LIMIT(R2-2P) plaque, shall be placed to indicate the truck speed limit in all truck speed zones.**
- 17j **The Speed Limit (R2-1) sign and the BUS SPEED LIMIT (R2-2aP(CA)) plaque shall be placed to indicate bus speed limit in all bus speed zones.**

Support:

- 17k Refer to Section 2B.22 for TRUCK and BUS speed zone signs.

Support:

- 18 The "Traffic Control Devices Handbook" contains suggested criteria on the spacing of speed limit signs.
- 18a Refer to FHWA's List of Known Errors for error in Paragraph 18 text. Refer to Section 1A.04 for more details.

Guidance:

- 18b *The Speed Limit (R2-1) signs and R6-3B(CA) and R6-4B(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

Standard:

- 18c **When used, the TRUCKS, 3 AXLES OR MORE 55 (R6-3B(CA)) sign shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- 18d **The ALL VEHICLES WHEN TOWING 55 (R6-4B(CA)) sign shall be installed approximately 750 feet following the R6-3B(CA) sign.**

Guidance:

- 18e *The R6-3B(CA) and R6-4B(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

Option:

- 18f The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.
- 18g The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

- 18h Refer to CVC § 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

- 19 ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the~~

~~streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Support:

- 20 Section 2C.40 contains information about the use of speed zone signs to inform road users of a reduced or variable speed zone to provide advance notice to comply with the posted speed limit ahead.

Option:

- 21 If a W3-5b sign is posted to provide notice of a variable speed zone, an END VARIABLE SPEED LIMIT (R2-13) sign (see Figure 2B-3) may be installed at the downstream end of the zone to provide notice to road users of the termination of the speed zone.

Standard:

- 22 **If a W3-5c sign is posted to provide notice of a truck speed zone, an END TRUCK SPEED LIMIT (R2-14) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to road users of the termination of the speed zone.**

Guidance:

- 23 *An advisory speed plaque (see Section 2C.59) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this purpose.*

- 24 *Advance traffic control warning signs (see Section 2C.35), intersection warning signs (see Section 2C.41), and/or other traffic control devices are appropriate warning prior to a signalized intersection. A Speed Limit sign should not be used for this purpose.*

Option:

- 25 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or maximum or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

Guidance:

- 26 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

Speed Enforced Signs

Option:

- 26a The SPEED ENFORCED BY RADAR (R48(CA)) sign (refer to Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

- 26b *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

Support:

- 26c The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

- 26d The RADAR ENFORCED (R48-1P(CA)) sign (refer to Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

- 26e *When used, the R48-1P(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

Option:

- 26f The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (refer to Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

- 26g **The R48-2(CA) sign shall be used for both directions of travel.**

Guidance:

- 26h *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25-mile intervals.*

Speed Zones in Temporary Traffic Control Areas

Support:

26i For signing and establishing speed zones in temporary traffic control areas, refer to Section 6B.01 in Part 6.

Traffic Signals within Speed Zones

Standard:

26j **An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.**

Support:

26k Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

Use of Metric System Designations – Refer to CVC § 21351.3

Option:

26l Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

26m *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

26n Refer to AASHTO's Traffic Engineering Metric Conversion Factors. Refer to Section 1A.05 for information regarding this publication.

Standard:

26o **Metric speed limits shall not be placed on State highways.**

Option:

27 A variable speed limit sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times and locations in accordance with Paragraphs 9 and 10 of this Section.

Standard:

28 **The variable speed limit sign legend “SPEED LIMIT” shall be a black legend on a white retroreflective background. The variable speed limit legend shall be displayed in white LEDs on an opaque black background.**

Support:

29 Section 2C.13 contains information about the use of a Vehicle Speed Feedback plaque mounted below a Speed Limit sign that displays to approaching drivers the speed at which they are traveling.

30 Advisory speed signs and plaques are discussed in Sections 2C.12 and 2C.59. Temporary traffic control zone speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6G.08. School Speed Limit signs are discussed in Section 7B.05.

Section 2B.22 Vehicle Speed Limit Plaques (R2-2P Series)

Standard:

01 **Where a special speed limit applies to certain classes of vehicles, the Truck Speed Limit (R2-2P) plaque, Bus Speed Limit (R2-2aP) plaque, Truck-Bus Speed Limit (R2-2bP) plaque, or Vehicles over X Tons Speed Limit (R2-2cP) plaque (see Figure 2B-3) shall be displayed below the Speed Limit (R2-1) sign, except as provided in Paragraph 2 of this Section.**

Option:

01a *Where a special speed limit applies to certain classes of vehicles, the TRUCKS, 3 AXLES OR MORE 55 (R6-3B(CA)) sign followed by the ALL VEHICLES WHEN TOWING 55 (R6-4B(CA)) sign may be used. Refer to Section 2B.21 and CVC § 22406.*

02 The legend of a Vehicle Speed Limit (R2-2P series) plaque may be combined in a single sign and displayed below the SPEED LIMIT XX legend, similar to the Combined Maximum and Minimum Speed Limits (R2-4a) sign (see Section 2B.24).

A different vehicle class legend may be substituted on the R2-2P series plaque for other classes of vehicles not included in Paragraph 1 of this Section.

Section 2B.23 Night Speed Limit Plaque (R2-3P)

Table 2B-101(CA). Standard Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	▪ Railroad grade crossing with obstructed view ▪ Uncontrolled highway intersection with obstructed view ▪ An alley	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe ▪ Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park ▪ Road near a school or senior center facility	22358.3 & 22358.4
25 mph	State or local authority	▪ Any highway in any business or residential district ▪ A street contiguous to a senior citizen facility other than a State highway ▪ Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use the facilities	22352.b & 22357.1

Table 2B-102(CA). Standard Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway Facility	CVC Section
15 to 60 mph	Caltrans	State highway, based on an E&TS where the limit of 65 mph is more than reasonable or safe	22354
15 to 60 mph	Local city council or county board of supervisors for Caltrans	State highway, local entities may conduct a public hearing on proposed increases or decreases, and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
30 to 65 mph	Local authority	Any street other than a state highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
15 to 60 mph	Local authority	Any street other than a state highway, by ordinance, may post a prima facie speed limit based on an E&TS where the limit of 65 mph is more than is reasonable and safe	22358
20 to 50 mph for Trucks	State or local authority	Highways under their respective jurisdiction where 55 mph is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 55 mph	State or local authority	▪ Two-lane, undivided highway ▪ Any highway when driving any of the following vehicles: a. Motortruck or truck tractor with > 3 axles b. Passenger vehicle or bus towing any other vehicle c. School bus transporting any school pupil d. A farm labor vehicle when transporting passengers e. A vehicle transporting explosives f. A trailer bus	22349.b & .c and 22406
Maximum Speed Limit of 65 mph	State or local authority	Any highway, posted at 65 mph based upon an E&TS, for vehicles not subject to CVC 22406	22349(a) & 22349
Maximum Freeway Speed Limit of 70 mph	Caltrans	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

Table 2B-103(CA). Examples Showing the Applicability of Rounding and Additional Speed Reduction

85 th .Percentile Speed (mph)	Rounding to the nearest 5 mph increment (CVC 22358.6(a))	If rounding to the nearest is up, may round down (CVC 22358.6(c))	If rounding to the nearest is down, it may additionally be lowered by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)
47.5-50.0	50	45	N/A	40
45.1-47.4	45	N/A	40	35
42.5-45.0	45	40	N/A	35
40.1-42.4	40	N/A	35	30

Table 2B-104(CA). Safety Corridor Factors

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	▪ Crash severity: Fatal Crashes, Serious Injury Crashes ▪ Mode: Pedestrian-bicycle related crashes, vehicle/other ▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen ▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey ▪ School proximity (within 0.25 miles) based on the California School Campus Database ▪ Systemic or Predicted Crashes
Crash Density	Each roadway segment block may be converted into ~ 0.25-mile overlapping or contiguous “corridor” segments to create a consistent unit of measurement and assess the concentration of linear patterns of crashes within a defined distance. The highest scoring (i.e., most fatal and serious injury crashes per mile) “corridor” segments within a street need to be identified and an appropriate threshold set to determine safety corridor eligibility.
Maintenance	The jurisdiction may establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.

Table 2B-105(CA). Generators of High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit-Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups, including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis, such as a road safety audit or a formalized planning document, such as a local road safety plan



Appendix B

Speed Survey Statistical Summary Sheets

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
75	0	0	75									0
74	0	0	74									0
73	0	0	73									0
72	0	0	72									0
71	0	0	71									0
70	0	0	70									0
69	0	0	69									0
68	0	0	68									0
67	0	0	67									0
66	0	0	66									0
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	1	61					X				1
60	0	0	60									0
59	0	2	59					X X				2
58	1	3	58	X				X X X				4
57	1	2	57	X				X X				3
56	1	2	56	X				X X				3
55	0	1	55					X				1
54	4	1	54	X X X X				X				5
53	2	0	53	X X								2
52	1	4	52	X				X X X X				5
51	3	7	51	X X X X				X X X X X X X				10
50	4	4	50	X X X X				X X X X				8
49	6	6	49	X X X X X X				X X X X X X				12
48	5	2	48	X X X X X				X X				7
47	3	5	47	X X X				X X X X X				8
46	7	2	46	X X X X X X X				X X				9
45	2	4	45	X X				X X X X				6
44	4	2	44	X X X X				X X				6
43	1	1	43	X				X				2
42	2	0	42	X X								2
41	3	1	41	X X X				X				4
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
Total	50	50		GRAND TOTALS								100

Location: Alicia Parkway

Between: City Limits - State Route 73

Weather: Clear

Date: 9/10/25

Time From: 9:00

Time To: 9:20

Existing Speed Limit: 50 MPH

*
*
*
P
A
C
E
*
*
*

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>6%</u>	<u>24%</u>	<u>19%</u>
% In Pace:	<u>74%</u>	<u>74%</u>	<u>73%</u>
% Under Pace:	<u>20%</u>	<u>2%</u>	<u>8%</u>
Average Speed:	<u>48</u> MPH	<u>50</u> MPH	<u>49</u> MPH
Pace Speed:	<u>45 - 54</u> MPH	<u>43 - 52</u> MPH	<u>44 - 53</u> MPH
15th Percentile / Critical Speed:	<u>44</u> MPH	<u>45</u> MPH	<u>45</u> MPH
50th Percentile / Critical Speed:	<u>48</u> MPH	<u>50</u> MPH	<u>49</u> MPH
85th Percentile / Critical Speed:	<u>53</u> MPH	<u>57</u> MPH	<u>54</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	NB	SB		Northbound				Southbound				VEH.	
75	0	0	75									0	
74	0	0	74									0	
73	0	0	73									0	
72	0	0	72									0	
71	0	0	71									0	
70	0	0	70									0	
69	0	0	69									0	
68	0	0	68									0	
67	0	0	67									0	
66	0	0	66									0	
65	0	0	65									0	
64	0	0	64									0	
63	0	0	63									0	
62	0	0	62									0	
61	0	0	61									0	
60	0	1	60				X					1	
59	0	0	59									0	
58	1	0	58	X								1	
57	1	0	57	X								1	
56	1	2	56	X			X X					3	
55	1	0	55	X								1	
54	2	3	54	X X			X X X					5	*
53	5	3	53	X X X X X			X X X					8	*
52	5	3	52	X X X X X			X X X					8	*
51	4	5	51	X X X X			X X X X X					9	P
50	1	4	50	X			X X X X					5	A
49	2	5	49	X X			X X X X X					7	C
48	4	5	48	X X X X			X X X X X					9	E
47	3	5	47	X X X			X X X X X					8	*
46	8	4	46	X X X X X X X X			X X X X					12	*
45	5	4	45	X X X X X			X X X X					9	*
44	2	1	44	X X			X					3	
43	0	2	43				X X					2	
42	2	3	42	X X			X X X					5	
41	2	0	41	X X								2	
40	1	0	40	X								1	
39	0	0	39									0	
38	0	0	38									0	
37	0	0	37									0	
36	0	0	36									0	
35	0	0	35									0	
34	0	0	34									0	
33	0	0	33									0	
32	0	0	32									0	
31	0	0	31									0	
30	0	0	30									0	
29	0	0	29									0	
28	0	0	28									0	
27	0	0	27									0	
26	0	0	26									0	
25	0	0	25									0	
Total	50	50		GRAND TOTALS								100	

Location: Alicia Parkway

Between: State Route 73 - Pacific Park Drive

Weather: Clear

Date: 9/10/25

Time From: 12:05

Time To: 12:25

Existing Speed Limit: 50 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>8%</u>	<u>6%</u>	<u>7%</u>
% In Pace:	<u>78%</u>	<u>82%</u>	<u>80%</u>
% Under Pace:	<u>14%</u>	<u>12%</u>	<u>13%</u>
Average Speed:	<u>49</u> MPH	<u>49</u> MPH	<u>49</u> MPH
Pace Speed:	<u>45 - 54</u> MPH	<u>45 - 54</u> MPH	<u>45 - 54</u> MPH
15th Percentile / Critical Speed:	<u>45</u> MPH	<u>45</u> MPH	<u>45</u> MPH
50th Percentile / Critical Speed:	<u>48</u> MPH	<u>49</u> MPH	<u>48</u> MPH
85th Percentile / Critical Speed:	<u>53</u> MPH	<u>53</u> MPH	<u>53</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
75	0	0	75									0
74	0	0	74									0
73	0	0	73									0
72	0	0	72									0
71	0	0	71									0
70	0	0	70									0
69	0	0	69									0
68	0	0	68									0
67	0	0	67									0
66	0	0	66									0
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	1	0	58	X								1
57	1	0	57	X								1
56	2	0	56	X X								2
55	1	0	55	X								1
54	5	1	54	X X X X X				X				6
53	2	4	53	X X				X X X X				6
52	2	5	52	X X				X X X X X				7
51	3	4	51	X X X				X X X X				7
50	3	4	50	X X X				X X X X				7
49	2	7	49	X X				X X X X X X X				9
48	6	4	48	X X X X X X				X X X X				10
47	5	7	47	X X X X X				X X X X X X X				12
46	1	7	46	X				X X X X X X X				8
45	4	3	45	X X X X				X X X				7
44	6	1	44	X X X X X X				X				7
43	0	1	43					X				1
42	3	2	42	X X X				X X				5
41	3	0	41	X X X								3
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
Total	50	50		GRAND TOTALS								100

Location: Aliso Creek Road

Between: Alicia Parkway - Aliso Viejo Parkway South

Weather: Clear

Date: 9/23/25

Time From: 12:00

Time To: 12:20

Existing Speed Limit: 50 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>20%</u>	<u>0%</u>	<u>11%</u>
% In Pace:	<u>68%</u>	<u>92%</u>	<u>80%</u>
% Under Pace:	<u>12%</u>	<u>8%</u>	<u>9%</u>
Average Speed:	<u>49</u> MPH	<u>48</u> MPH	<u>48</u> MPH
Pace Speed:	<u>44 - 53</u> MPH	<u>45 - 54</u> MPH	<u>44 - 53</u> MPH
15th Percentile / Critical Speed:	<u>44</u> MPH	<u>46</u> MPH	<u>44</u> MPH
50th Percentile / Critical Speed:	<u>48</u> MPH	<u>48</u> MPH	<u>48</u> MPH
85th Percentile / Critical Speed:	<u>54</u> MPH	<u>52</u> MPH	<u>53</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
75	0	0	75									0
74	0	0	74									0
73	0	0	73									0
72	0	0	72									0
71	0	0	71									0
70	0	0	70									0
69	0	0	69									0
68	0	0	68									0
67	0	0	67									0
66	0	0	66									0
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	1	1	59	X				X				2
58	1	2	58	X				X X				3
57	1	1	57	X				X				2
56	3	2	56	X X X				X X				5
55	3	2	55	X X X				X X				5
54	1	3	54	X				X X X				4
53	2	3	53	X X				X X X				5
52	0	3	52					X X X				3
51	3	4	51	X X X				X X X X				7
50	3	4	50	X X X				X X X X				7
49	6	3	49	X X X X X X				X X X				9
48	7	5	48	X X X X X X X				X X X X X				12
47	4	4	47	X X X X				X X X X				8
46	5	1	46	X X X X X				X				6
45	3	5	45	X X X				X X X X X				8
44	1	1	44	X				X				2
43	3	3	43	X X X				X X X				6
42	2	2	42	X X				X X				4
41	1	0	41	X								1
40	0	1	40					X				1
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
Total	50	50		GRAND TOTALS								100

Location: Aliso Creek Road

Between: Aliso Viejo Parkway South - Pacific Park Drive

Weather: Clear

Date: 9/23/25

Time From: 10:35

Time To: 10:55

Existing Speed Limit: 50 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>24%</u>	<u>16%</u>	<u>17%</u>
% In Pace:	<u>74%</u>	<u>70%</u>	<u>69%</u>
% Under Pace:	<u>2%</u>	<u>14%</u>	<u>14%</u>
Average Speed:	<u>49</u> MPH	<u>50</u> MPH	<u>49</u> MPH
Pace Speed:	<u>42 - 51</u> MPH	<u>45 - 54</u> MPH	<u>45 - 54</u> MPH
15th Percentile / Critical Speed:	<u>45</u> MPH	<u>45</u> MPH	<u>45</u> MPH
50th Percentile / Critical Speed:	<u>48</u> MPH	<u>49</u> MPH	<u>49</u> MPH
85th Percentile / Critical Speed:	<u>55</u> MPH	<u>55</u> MPH	<u>55</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	0	0	58									0
57	0	0	57									0
56	0	0	56									0
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	1	52					X				1
51	0	0	51					X				0
50	0	1	50					X				1
49	3	2	49	X	X	X		X	X			5
48	3	1	48	X	X	X		X				4
47	3	3	47	X	X	X		X	X	X		6
46	2	4	46	X	X			X	X	X	X	6
45	3	5	45	X	X	X		X	X	X	X	8
44	4	4	44	X	X	X	X	X	X	X		8
43	3	7	43	X	X	X		X	X	X	X	10
42	6	4	42	X	X	X	X	X	X	X		10
41	5	5	41	X	X	X	X	X	X	X		10
40	2	5	40	X	X			X	X	X	X	7
39	5	3	39	X	X	X	X	X	X			8
38	4	1	38	X	X	X	X	X				5
37	4	1	37	X	X	X	X	X				5
36	0	1	36					X				1
35	1	1	35	X				X				2
34	2	1	34	X	X			X				3
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
Total	50	50		GRAND TOTALS								100

Location: Aliso Creek Road

Between: Pacific Park Drive - Glenwood Drive

Weather: Clear

Date: 9/10/25

Time From: 12:45

Time To: 1:05

Existing Speed Limit: 50 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>18%</u>	<u>8%</u>	<u>11%</u>
% In Pace:	<u>76%</u>	<u>82%</u>	<u>78%</u>
% Under Pace:	<u>6%</u>	<u>10%</u>	<u>11%</u>
Average Speed:	<u>42</u> MPH	<u>43</u> MPH	<u>42</u> MPH
Pace Speed:	<u>37 - 46</u> MPH	<u>39 - 48</u> MPH	<u>38 - 47</u> MPH
15th Percentile / Critical Speed:	<u>38</u> MPH	<u>39</u> MPH	<u>38</u> MPH
50th Percentile / Critical Speed:	<u>42</u> MPH	<u>43</u> MPH	<u>42</u> MPH
85th Percentile / Critical Speed:	<u>47</u> MPH	<u>47</u> MPH	<u>47</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	EB	WB		Eastbound				Westbound				VEH.	
65	0	0	65									0	
64	0	0	64									0	
63	0	0	63									0	
62	0	0	62									0	
61	0	0	61									0	
60	0	0	60									0	
59	0	0	59									0	
58	0	0	58									0	
57	0	0	57									0	
56	1	0	56	X								1	
55	0	1	55					X				1	
54	1	2	54	X				X X				3	
53	6	2	53	X X X X X X				X X				8	*
52	2	4	52	X X				X X X X				6	*
51	4	3	51	X X X X				X X X				7	*
50	3	4	50	X X X				X X X X				7	P
49	1	3	49	X				X X X				4	A
48	2	5	48	X X				X X X X X				7	C
47	9	2	47	X X X X X X X X X				X X				11	E
46	2	6	46	X X				X X X X X X				8	*
45	7	5	45	X X X X X X X				X X X X X				12	*
44	4	2	44	X X X X				X X				6	*
43	3	5	43	X X X				X X X X X				8	
42	4	1	42	X X X X				X				5	
41	0	5	41					X X X X X				5	
40	1	0	40	X								1	
39	0	0	39									0	
38	0	0	38									0	
37	0	0	37									0	
36	0	0	36									0	
35	0	0	35									0	
34	0	0	34									0	
33	0	0	33									0	
32	0	0	32									0	
31	0	0	31									0	
30	0	0	30									0	
29	0	0	29									0	
28	0	0	28									0	
27	0	0	27									0	
26	0	0	26									0	
25	0	0	25									0	
24	0	0	24									0	
23	0	0	23									0	
22	0	0	22									0	
21	0	0	21									0	
20	0	0	20									0	
19	0	0	19									0	
18	0	0	18									0	
17	0	0	17									0	
16	0	0	16									0	
15	0	0	15									0	
Total	50	50		GRAND TOTALS								100	

Location: Aliso Creek Road

Between: Glenwood Drive - El Toro Road

Weather: Clear

Date: 9/11/25

Time From: 11:00

Time To: 11:20

Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>4%</u>	<u>10%</u>	<u>5%</u>
% In Pace:	<u>80%</u>	<u>78%</u>	<u>76%</u>
% Under Pace:	<u>16%</u>	<u>12%</u>	<u>19%</u>
Average Speed:	<u>47</u> MPH	<u>47</u> MPH	<u>47</u> MPH
Pace Speed:	<u>44 - 53</u> MPH	<u>43 - 52</u> MPH	<u>44 - 53</u> MPH
15th Percentile / Critical Speed:	<u>43</u> MPH	<u>43</u> MPH	<u>43</u> MPH
50th Percentile / Critical Speed:	<u>47</u> MPH	<u>47</u> MPH	<u>47</u> MPH
85th Percentile / Critical Speed:	<u>53</u> MPH	<u>52</u> MPH	<u>52</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
75	0	0	75									0
74	0	0	74									0
73	0	0	73									0
72	0	0	72									0
71	0	0	71									0
70	0	0	70									0
69	0	0	69									0
68	0	0	68									0
67	0	0	67									0
66	0	0	66									0
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	1	1	58	X				X				2
57	1	0	57	X								1
56	1	1	56	X				X				2
55	2	1	55	X X				X				3
54	4	1	54	X X X X				X				5
53	1	4	53	X				X X X X				5
52	4	1	52	X X X X				X				5
51	4	4	51	X X X X				X X X X				8
50	2	5	50	X X				X X X X X				7
49	4	8	49	X X X X				X X X X X X X X				12
48	3	7	48	X X X				X X X X X X X				10
47	5	2	47	X X X X X				X X				7
46	2	4	46	X X				X X X X				6
45	2	4	45	X X				X X X X				6
44	0	1	44					X				1
43	5	1	43	X X X X X				X				6
42	3	4	42	X X X				X X X X				7
41	2	1	41	X X				X				3
40	2	0	40	X X								2
39	1	0	39	X								1
38	0	0	38									0
37	1	0	37	X								1
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
Total	50	50		GRAND TOTALS								100

Location: Aliso Viejo Parkway

Between: Moulton Parkway - Aliso Creek Road North

Weather: Clear

Date: 9/10/25

Time From: 2:55

Time To: 3:15

Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>6%</u>	<u>6%</u>	<u>8%</u>
% In Pace:	<u>62%</u>	<u>80%</u>	<u>71%</u>
% Under Pace:	<u>32%</u>	<u>14%</u>	<u>21%</u>
Average Speed:	<u>48</u> MPH	<u>48</u> MPH	<u>48</u> MPH
Pace Speed:	<u>46 - 55</u> MPH	<u>45 - 54</u> MPH	<u>45 - 54</u> MPH
15th Percentile / Critical Speed:	<u>42</u> MPH	<u>45</u> MPH	<u>43</u> MPH
50th Percentile / Critical Speed:	<u>48</u> MPH	<u>49</u> MPH	<u>48</u> MPH
85th Percentile / Critical Speed:	<u>54</u> MPH	<u>53</u> MPH	<u>53</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	0	0	58									0
57	0	1	57					X				1
56	0	2	56					X X				2
55	0	1	55					X				1
54	0	1	54					X				1
53	2	1	53	X X				X				3
52	0	1	52					X				1
51	2	3	51	X X				X X X				5
50	2	2	50	X X				X X				4
49	2	3	49	X X				X X X				5
48	4	1	48	X X X X				X				5
47	1	3	47	X				X X X				4
46	4	2	46	X X X X				X X				6
45	3	6	45	X X X				X X X X X X				9
44	3	4	44	X X X				X X X X				7
43	4	4	43	X X X X				X X X X				8
42	9	2	42	X X X X X X X X X X				X X				11
41	3	2	41	X X X				X X				5
40	3	5	40	X X X				X X X X X				8
39	2	2	39	X X				X X				4
38	4	2	38	X X X X				X X				6
37	1	2	37	X				X X				3
36	0	0	36									0
35	1	0	35	X								1
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
Total	50	50		GRAND TOTALS								100

Location: Aliso Viejo Parkway

Between: Aliso Creek Road North - Enterprise

Weather: Clear

Date: 9/10/25

Time From: 3:15

Time To: 3:35

Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>12%</u>	<u>24%</u>	<u>18%</u>
% In Pace:	<u>72%</u>	<u>64%</u>	<u>68%</u>
% Under Pace:	<u>16%</u>	<u>12%</u>	<u>14%</u>
Average Speed:	<u>44</u> MPH	<u>46</u> MPH	<u>45</u> MPH
Pace Speed:	<u>40 - 49</u> MPH	<u>40 - 49</u> MPH	<u>40 - 49</u> MPH
15th Percentile / Critical Speed:	<u>39</u> MPH	<u>40</u> MPH	<u>40</u> MPH
50th Percentile / Critical Speed:	<u>43</u> MPH	<u>45</u> MPH	<u>44</u> MPH
85th Percentile / Critical Speed:	<u>49</u> MPH	<u>51</u> MPH	<u>50</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
65	0	0	65											0
64	0	0	64											0
63	0	0	63											0
62	0	0	62											0
61	0	0	61											0
60	0	0	60											0
59	0	1	59						X					1
58	0	0	58											0
57	1	2	57	X					X	X				3
56	2	1	56	X	X				X					3
55	0	1	55						X					1
54	6	3	54	X	X	X	X	X	X	X				9
53	2	2	53	X	X				X	X				4
52	5	6	52	X	X	X	X	X	X	X	X	X		11
51	2	3	51	X	X				X	X	X			5
50	2	3	50	X	X				X	X	X			5
49	3	5	49	X	X	X			X	X	X	X		8
48	3	7	48	X	X	X			X	X	X	X	X	10
47	6	6	47	X	X	X	X	X	X	X	X	X		12
46	4	2	46	X	X	X	X		X	X				6
45	4	4	45	X	X	X	X		X	X	X	X		8
44	3	1	44	X	X	X			X					4
43	2	0	43	X	X									2
42	1	3	42	X					X	X	X			4
41	3	0	41	X	X	X								3
40	0	0	40											0
39	0	0	39											0
38	1	0	38	X										1
37	0	0	37											0
36	0	0	36											0
35	0	0	35											0
34	0	0	34											0
33	0	0	33											0
32	0	0	32											0
31	0	0	31											0
30	0	0	30											0
29	0	0	29											0
28	0	0	28											0
27	0	0	27											0
26	0	0	26											0
25	0	0	25											0
24	0	0	24											0
23	0	0	23											0
22	0	0	22											0
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
Total	50	50		GRAND TOTALS										100

Location: Aliso Viejo Parkway

Between: Enterprise - Aliso Creek Road South

Weather: Clear

Date: 9/17/25

* Time
* From: 1:25
*
P Time
A To: 1:45
C
E Existing
* Speed Limit: 50 MPH
*

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>6%</u>	<u>10%</u>	<u>8%</u>
% In Pace:	<u>74%</u>	<u>82%</u>	<u>78%</u>
% Under Pace:	<u>20%</u>	<u>8%</u>	<u>14%</u>
Average Speed:	<u>48</u> MPH	<u>49</u> MPH	<u>49</u> MPH
Pace Speed:	<u>45 - 54</u> MPH	<u>45 - 54</u> MPH	<u>45 - 54</u> MPH
15th Percentile / Critical Speed:	44 MPH	45 MPH	45 MPH
50th Percentile / Critical Speed:	48 MPH	49 MPH	48 MPH
85th Percentile / Critical Speed:	54 MPH	54 MPH	54 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	1	0	39	X								1
38	0	0	38									0
37	0	1	37					X				1
36	3	0	36	X	X	X						3
35	0	4	35					X	X	X	X	4
34	1	2	34	X				X	X			3
33	4	4	33	X	X	X	X	X	X	X		8
32	5	8	32	X	X	X	X	X	X	X	X	13
31	5	6	31	X	X	X	X	X	X	X	X	11
30	6	3	30	X	X	X	X	X	X			9
29	9	2	29	X	X	X	X	X	X	X		11
28	4	5	28	X	X	X	X	X	X	X		9
27	3	5	27	X	X	X		X	X	X	X	8
26	5	2	26	X	X	X	X	X	X			7
25	2	3	25	X	X			X	X	X		5
24	1	2	24	X				X	X			3
23	0	2	23					X	X			2
22	1	1	22	X				X				2
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Autumn Glen

Between: Aliso Creek Road - Summerfield

Weather: Clear

Date: 9/11/25

Time From: 2:45

Time To: 3:45

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>8%</u>	<u>2%</u>	<u>9%</u>
% In Pace:	<u>88%</u>	<u>82%</u>	<u>84%</u>
% Under Pace:	<u>4%</u>	<u>16%</u>	<u>7%</u>
Average Speed:	<u>30</u> MPH	<u>30</u> MPH	<u>30</u> MPH
Pace Speed:	<u>25 - 34</u> MPH	<u>26 - 35</u> MPH	<u>25 - 34</u> MPH
15th Percentile / Critical Speed:	<u>26</u> MPH	<u>25</u> MPH	<u>26</u> MPH
50th Percentile / Critical Speed:	<u>29</u> MPH	<u>30</u> MPH	<u>30</u> MPH
85th Percentile / Critical Speed:	<u>33</u> MPH	<u>33</u> MPH	<u>33</u> MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	0	44											0
43	0	0	43											0
42	0	0	42											0
41	0	0	41											0
40	0	1	40						X					1
39	1	1	39	X					X					2
38	3	2	38	X X X					X X					5
37	5	1	37	X X X X X					X					6
36	4	3	36	X X X X					X X X					7
35	1	6	35	X					X X X X X X					7
34	8	3	34	X X X X X X X X					X X X					11
33	4	3	33	X X X X					X X X					7
32	7	2	32	X X X X X X X					X X					9
31	2	10	31	X X					X X X X X X X X X X					12
30	4	6	30	X X X X					X X X X X X					10
29	4	4	29	X X X X					X X X X					8
28	3	3	28	X X X					X X X					6
27	1	1	27	X					X					2
26	2	2	26	X X					X X					4
25	1	1	25	X					X					2
24	0	0	24											0
23	0	0	23											0
22	0	1	22						X					1
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: Boundary Oak

Between: Wood Canyon Drive - Pacific Grove Drive

Weather: Clear

Date: 9/17/25

Time
From: 2:30

Time
To: 3:00

Existing
Speed Limit: N/P MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>2%</u>	<u>8%</u>	<u>8%</u>
% In Pace:	<u>84%</u>	<u>82%</u>	<u>83%</u>
% Under Pace:	<u>14%</u>	<u>10%</u>	<u>9%</u>
Average Speed:	<u>33</u> MPH	<u>32</u> MPH	<u>32</u> MPH
Pace Speed:	<u>29 - 38</u> MPH	<u>28 - 37</u> MPH	<u>28 - 37</u> MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	33 MPH	31 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	2	0	42	X	X							2
41	1	2	41	X				X	X			3
40	0	0	40									0
39	1	3	39	X				X	X	X		4
38	3	1	38	X	X	X		X				4
37	1	2	37	X				X	X			3
36	7	3	36	X	X	X	X	X	X			10
35	4	2	35	X	X	X	X	X	X			6
34	6	4	34	X	X	X	X	X	X	X		10
33	2	7	33	X	X			X	X	X	X	9
32	5	5	32	X	X	X	X	X	X	X		10
31	3	3	31	X	X	X		X	X	X		6
30	4	2	30	X	X	X	X	X	X			6
29	1	4	29	X				X	X	X	X	5
28	2	5	28	X	X			X	X	X	X	7
27	1	4	27	X				X	X	X	X	5
26	2	2	26	X	X			X	X			4
25	1	0	25	X								1
24	1	1	24	X				X				2
23	0	0	23									0
22	1	0	22	X								1
21	2	0	21	X	X							2
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Canyon Vistas

Between: Pacific Park Drive - Silkwood

Weather: Clear

Date: 9/17/25

Time From: 11:25

Time To: 12:35

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	16%	16%
% In Pace:	72%	78%	74%
% Under Pace:	22%	6%	10%
Average Speed:	33 MPH	32 MPH	32 MPH
Pace Speed:	30 - 39 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
50th Percentile / Critical Speed:	34 MPH	32 MPH	33 MPH
85th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	2	0	44	X	X							2
43	1	1	43	X				X				2
42	2	3	42	X	X			X	X	X		5
41	1	1	41	X				X				2
40	1	2	40	X				X	X			3
39	4	2	39	X	X	X	X	X	X			6
38	5	4	38	X	X	X	X	X	X	X		9
37	7	1	37	X	X	X	X	X	X	X		8
36	5	4	36	X	X	X	X	X	X	X		9
35	4	3	35	X	X	X	X	X	X	X		7
34	7	6	34	X	X	X	X	X	X	X	X	13
33	2	3	33	X	X			X	X	X		5
32	2	6	32	X	X			X	X	X	X	8
31	2	3	31	X	X			X	X	X		5
30	1	3	30	X				X	X	X		4
29	3	6	29	X	X	X		X	X	X	X	9
28	1	2	28	X				X	X			3
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Canyon Wren Lane

Between: Westwing - El Toro Road

Weather: Clear

Date: 9/11/25

Time From: 9:00

Time To: 9:55

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	18%	20%
% In Pace:	78%	78%	77%
% Under Pace:	10%	4%	3%
Average Speed:	36 MPH	34 MPH	35 MPH
Pace Speed:	31 - 40 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	32 MPH	29 MPH	30 MPH
50th Percentile / Critical Speed:	36 MPH	34 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	1	4	35	X				X	X	X	X	5
34	2	4	34	X	X			X	X	X	X	6
33	2	2	33	X	X			X	X			4
32	1	2	32	X				X	X			3
31	3	4	31	X	X	X		X	X	X	X	7
30	4	3	30	X	X	X	X	X	X	X		7
29	5	5	29	X	X	X	X	X	X	X	X	10
28	9	5	28	X	X	X	X	X	X	X	X	14
27	5	3	27	X	X	X	X	X	X	X		8
26	7	5	26	X	X	X	X	X	X	X	X	12
25	5	3	25	X	X	X	X	X	X	X		8
24	1	4	24	X				X	X	X	X	5
23	2	2	23	X	X			X	X			4
22	2	3	22	X	X			X	X	X		5
21	1	1	21	X				X				2
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Cedarbrook

Between: Glenwood Drive - Da Vinci

Weather: Clear

Date: 9/9/25

Time From: 11:20

Time To: 1:15

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	0%	18%
% In Pace:	86%	74%	80%
% Under Pace:	12%	26%	2%
Average Speed:	28 MPH	28 MPH	28 MPH
Pace Speed:	25 - 34 MPH	26 - 35 MPH	22 - 31 MPH
15th Percentile / Critical Speed:	25 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	31 MPH	34 MPH	32 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	NB	SB		Northbound				Southbound				VEH.	
55	0	0	55									0	
54	0	0	54									0	
53	0	0	53									0	
52	0	0	52									0	
51	0	0	51									0	
50	0	0	50									0	
49	0	0	49									0	
48	0	0	48									0	
47	0	0	47									0	
46	0	0	46									0	
45	0	0	45									0	
44	0	0	44									0	
43	0	0	43									0	
42	0	0	42									0	
41	0	0	41									0	
40	0	0	40									0	
39	0	0	39									0	
38	1	1	38	X				X				2	
37	0	8	37					X X X X X X X X				8	*
36	3	0	36	X X X								3	*
35	3	7	35	X X X				X X X X X X X X				10	*
34	6	2	34	X X X X X X X				X X				8	P
33	5	2	33	X X X X X X				X X				7	A
32	2	3	32	X X				X X X				5	C
31	4	3	31	X X X X				X X X				7	E
30	6	2	30	X X X X X X X				X X				8	*
29	2	9	29	X X				X X X X X X X X X X				11	*
28	6	5	28	X X X X X X X				X X X X X				11	*
27	2	4	27	X X				X X X X				6	
26	2	0	26	X X								2	
25	2	1	25	X X				X				3	
24	2	1	24	X X				X				3	
23	1	2	23	X				X X				3	
22	2	0	22	X X								2	
21	1	0	21	X								1	
20	0	0	20									0	
19	0	0	19									0	
18	0	0	18									0	
17	0	0	17									0	
16	0	0	16									0	
15	0	0	15									0	
14	0	0	14									0	
13	0	0	13									0	
12	0	0	12									0	
11	0	0	11									0	
10	0	0	10									0	
9	0	0	9									0	
8	0	0	8									0	
7	0	0	7									0	
6	0	0	6									0	
5	0	0	5									0	
Total	50	50		GRAND TOTALS								100	

Location: Cedarbrook

Between: Glenwood Drive - Aliso Viejo Parkway

Weather: Clear

Date: 9/9/25

Time From: 3:10

Time To: 3:55

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	2%	2%
% In Pace:	78%	82%	78%
% Under Pace:	20%	16%	20%
Average Speed:	30 MPH	31 MPH	31 MPH
Pace Speed:	27 - 36 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	25 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	37 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	2	0	41	X	X							2
40	1	0	40	X								1
39	1	0	39	X								1
38	3	1	38	X	X	X		X				4
37	3	5	37	X	X	X		X	X	X	X	8
36	1	2	36	X				X	X			3
35	3	5	35	X	X	X		X	X	X	X	8
34	4	3	34	X	X	X	X	X	X	X		7
33	2	5	33	X	X			X	X	X	X	7
32	3	7	32	X	X	X		X	X	X	X	10
31	5	7	31	X	X	X	X	X	X	X	X	12
30	5	2	30	X	X	X	X	X	X			7
29	3	3	29	X	X	X		X	X	X		6
28	3	3	28	X	X	X		X	X	X		6
27	5	2	27	X	X	X	X	X	X			7
26	0	0	26									0
25	1	1	25	X				X				2
24	1	1	24	X				X				2
23	3	1	23	X	X	X		X				4
22	1	1	22	X				X				2
21	0	1	21					X				1
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Cedarbrook

Between: Aliso Viejo Parkway - Park

Weather: Clear

Date: 9/10/25

Time From: 1:05

Time To: 2:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	20%	2%	8%
% In Pace:	68%	84%	74%
% Under Pace:	12%	14%	18%
Average Speed:	32 MPH	32 MPH	32 MPH
Pace Speed:	27 - 36 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
50th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	37 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	1	2	37	X				X X				3
36	1	2	36	X				X X				3
35	4	2	35	X X X X				X X				6
34	1	0	34	X								1
33	0	1	33					X				1
32	0	3	32					X X X				3
31	5	7	31	X X X X X				X X X X X X X				12
30	8	8	30	X X X X X X X X				X X X X X X X X				16
29	2	6	29	X X				X X X X X X				8
28	7	8	28	X X X X X X X				X X X X X X X X				15
27	8	4	27	X X X X X X X X				X X X X				12
26	4	1	26	X X X X				X				5
25	5	5	25	X X X X X				X X X X X				10
24	1	1	24	X				X				2
23	1	0	23	X								1
22	1	0	22	X								1
21	1	0	21	X								1
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Chase
Between: Pacific Park Drive - Thistledown
Weather: Clear
Date: 9/16/25
Time From: 12:45
Time To: 1:05
Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	12%	13%
% In Pace:	84%	88%	84%
% Under Pace:	2%	0%	3%
Average Speed:	29 MPH	30 MPH	29 MPH
Pace Speed:	22 - 31 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	25 MPH	27 MPH	25 MPH
50th Percentile / Critical Speed:	28 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	1	44					X				1
43	0	0	43									0
42	0	0	42									0
41	2	1	41	X	X			X				3
40	1	2	40	X				X	X			3
39	3	2	39	X	X	X		X	X			5
38	3	5	38	X	X	X		X	X	X	X	8
37	3	2	37	X	X	X		X	X			5
36	2	1	36	X	X			X				3
35	4	1	35	X	X	X	X	X				5
34	3	8	34	X	X	X		X	X	X	X	11
33	4	4	33	X	X	X	X	X	X	X		8
32	3	6	32	X	X	X		X	X	X	X	9
31	8	4	31	X	X	X	X	X	X	X		12
30	2	4	30	X	X			X	X	X		6
29	5	1	29	X	X	X	X	X				6
28	2	5	28	X	X			X	X	X	X	7
27	1	1	27	X				X				2
26	0	1	26					X				1
25	1	1	25	X				X				2
24	0	0	24									0
23	3	0	23	X	X	X						3
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: City Lights Drive

Between: Pacific Park Drive - Grand

Weather: Clear

Date: 9/17/25

Time From: 12:35

Time To: 1:25

* Existing Speed Limit: 35 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	8%	12%
% In Pace:	74%	74%	73%
% Under Pace:	14%	18%	15%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	29 - 38 MPH	30 - 39 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	1	44					X				1
43	0	0	43									0
42	1	0	42	X								1
41	0	2	41					X	X			2
40	0	2	40					X	X			2
39	3	1	39	X	X	X		X				4
38	1	1	38	X				X				2
37	0	2	37					X	X			2
36	3	5	36	X	X	X		X	X	X	X	8
35	2	3	35	X	X			X	X	X		5
34	2	4	34	X	X			X	X	X	X	6
33	4	3	33	X	X	X	X	X	X	X		7
32	3	5	32	X	X	X		X	X	X	X	8
31	8	3	31	X	X	X	X	X	X	X	X	11
30	3	7	30	X	X	X		X	X	X	X	10
29	0	2	29					X	X			2
28	5	2	28	X	X	X	X	X	X			7
27	7	3	27	X	X	X	X	X	X	X		10
26	4	1	26	X	X	X	X	X				5
25	3	0	25	X	X	X						3
24	0	2	24					X	X			2
23	0	1	23					X				1
22	1	0	22	X								1
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Columbia

Between: Aliso Creek Road - Aliso Viejo Parkway

Weather: Clear

Date: 9/11/25

Time From: 12:10

Time To: 1:05

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>20%</u>	<u>18%</u>	<u>14%</u>
% In Pace:	<u>78%</u>	<u>74%</u>	<u>74%</u>
% Under Pace:	<u>2%</u>	<u>8%</u>	<u>12%</u>
Average Speed:	<u>31</u> MPH	<u>33</u> MPH	<u>32</u> MPH
Pace Speed:	<u>25 - 34</u> MPH	<u>27 - 36</u> MPH	<u>27 - 36</u> MPH
15th Percentile / Critical Speed:	<u>26</u> MPH	<u>28</u> MPH	<u>27</u> MPH
50th Percentile / Critical Speed:	<u>31</u> MPH	<u>32</u> MPH	<u>31</u> MPH
85th Percentile / Critical Speed:	<u>36</u> MPH	<u>37</u> MPH	<u>36</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	1	1	33	X				X				2
32	3	2	32	X X X				X X				5
31	3	2	31	X X X				X X				5
30	5	3	30	X X X X X				X X X				8
29	9	3	29	X X X X X X X X X				X X X				12
28	4	4	28	X X X X				X X X X				8
27	5	5	27	X X X X X				X X X X X				10
26	3	8	26	X X X				X X X X X X X X				11
25	3	6	25	X X X				X X X X X X				9
24	5	7	24	X X X X X				X X X X X X X				12
23	4	3	23	X X X X				X X X				7
22	2	3	22	X X				X X X				5
21	3	2	21	X X X				X X				5
20	0	1	20					X				1
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Da Vinci

Between: Glenwood Drive - Cedarbrook

Weather: Clear

Date: 9/9/25

Time From: 10:00

Time To: 11:20

Existing Speed Limit: 30 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	6%	2%
% In Pace:	88%	88%	87%
% Under Pace:	10%	6%	11%
Average Speed:	27 MPH	26 MPH	27 MPH
Pace Speed:	23 - 32 MPH	22 - 31 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	23 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	27 MPH	26 MPH	26 MPH
85th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	2	0	46	X	X							2
45	3	1	45	X	X	X		X				4
44	0	0	44									0
43	2	1	43	X	X			X				3
42	1	2	42	X				X	X			3
41	2	3	41	X	X			X	X	X		5
40	0	3	40					X	X	X		3
39	2	4	39	X	X			X	X	X	X	6
38	2	5	38	X	X			X	X	X	X	7
37	4	2	37	X	X	X	X	X	X			6
36	6	3	36	X	X	X	X	X	X			9
35	3	1	35	X	X	X		X				4
34	5	6	34	X	X	X	X	X	X	X	X	11
33	3	3	33	X	X	X		X	X	X		6
32	7	3	32	X	X	X	X	X	X			10
31	1	7	31	X				X	X	X	X	8
30	3	3	30	X	X	X		X	X	X		6
29	2	1	29	X	X			X				3
28	2	2	28	X	X			X	X			4
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Deerhurst

Between: Pacific Park Drive - Wolverine Way

Weather: Clear

Date: 9/23/25

Time From: 9:00

Time To: 9:50

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>20%</u>	<u>14%</u>	<u>20%</u>
% In Pace:	<u>72%</u>	<u>74%</u>	<u>73%</u>
% Under Pace:	<u>8%</u>	<u>12%</u>	<u>7%</u>
Average Speed:	<u>36</u> MPH	<u>35</u> MPH	<u>36</u> MPH
Pace Speed:	<u>30 - 39</u> MPH	<u>31 - 40</u> MPH	<u>30 - 39</u> MPH
15th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	34 MPH	35 MPH
85th Percentile / Critical Speed:	42 MPH	40 MPH	41 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	1	1	39	X				X				2
38	3	0	38	X X X								3
37	3	0	37	X X X								3
36	0	0	36									0
35	2	2	35	X X				X X				4
34	2	2	34	X X				X X				4
33	0	2	33					X X				2
32	5	4	32	X X X X X				X X X X				9
31	4	2	31	X X X X				X X				6
30	4	3	30	X X X X				X X X				7
29	2	3	29	X X				X X X				5
28	6	4	28	X X X X X X				X X X X				10
27	6	3	27	X X X X X X				X X X				9
26	2	4	26	X X				X X X X				6
25	1	8	25	X				X X X X X X X X				9
24	5	3	24	X X X X X				X X X				8
23	3	3	23	X X X				X X X				6
22	1	4	22	X				X X X X				5
21	0	1	21					X				1
20	0	0	20									0
19	0	0	19									0
18	0	1	18					X				1
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: **Eastwind**

Between: **Briarglen - Amber**

Weather: **Clear**

Date: **9/9/25**

Time From: **1:35**

Time To: **3:10**

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	22%	14%	18%
% In Pace:	76%	74%	75%
% Under Pace:	2%	12%	7%
Average Speed:	30 MPH	28 MPH	29 MPH
Pace Speed:	23 - 32 MPH	23 - 32 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	24 MPH	23 MPH	24 MPH
50th Percentile / Critical Speed:	29 MPH	27 MPH	28 MPH
85th Percentile / Critical Speed:	35 MPH	32 MPH	34 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	1	1	46	X				X				2
45	2	2	45	X X				X X				4
44	3	2	44	X X X				X X				5
43	2	0	43	X X								2
42	4	1	42	X X X X				X				5
41	1	2	41	X				X X				3
40	3	2	40	X X X				X X				5
39	1	3	39	X				X X X				4
38	4	6	38	X X X X				X X X X X X				10
37	2	5	37	X X				X X X X X				7
36	4	4	36	X X X X				X X X X				8
35	3	3	35	X X X				X X X				6
34	4	5	34	X X X X				X X X X X				9
33	1	0	33	X								1
32	3	3	32	X X X				X X X				6
31	2	2	31	X X				X X				4
30	4	4	30	X X X X				X X X X				8
29	0	1	29					X				1
28	1	1	28	X				X				2
27	4	2	27	X X X X				X X				6
26	0	1	26					X				1
25	1	0	25	X								1
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: **Eastwing**

Between: **Westwing - Aliso Creek Road**

Weather: **Clear**

Date: **9/11/25**

Time From: **11:20**

Time To: **12:10**

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	20%	26%
% In Pace:	56%	70%	63%
% Under Pace:	32%	10%	11%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	34 - 43 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	43 MPH	41 MPH	42 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	1	1	42	X				X				2
41	1	1	41	X				X				2
40	2	3	40	X X				X X X				5
39	3	2	39	X X X				X X				5
38	2	4	38	X X				X X X X				6
37	4	6	37	X X X X				X X X X X X				10
36	6	7	36	X X X X X X				X X X X X X X				13
35	4	1	35	X X X X				X				5
34	3	5	34	X X X				X X X X X				8
33	3	5	33	X X X				X X X X X				8
32	6	4	32	X X X X X X				X X X X				10
31	5	2	31	X X X X X				X X				7
30	3	1	30	X X X				X				4
29	4	3	29	X X X X				X X X				7
28	2	1	28	X X				X				3
27	0	3	27					X X X				3
26	0	1	26					X				1
25	1	0	25	X								1
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Enterprise

Between: Pacific Park Drive - Aliso Viejo Parkway

Weather: Clear

Date: 9/10/25

Time From: 3:35

Time To: 4:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	4%	14%
% In Pace:	80%	78%	78%
% Under Pace:	6%	18%	8%
Average Speed:	34 MPH	34 MPH	34 MPH
Pace Speed:	29 - 38 MPH	31 - 40 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH



Radar Survey Conducted By:
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Corona, CA 92880

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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	1	41					X				1
40	2	1	40	X	X			X				3
39	1	2	39	X				X	X			3
38	3	2	38	X	X	X		X	X			5
37	3	1	37	X	X	X		X				4
36	1	4	36	X				X	X	X	X	5
35	2	3	35	X	X			X	X	X		5
34	5	6	34	X	X	X	X	X	X	X	X	11
33	3	2	33	X	X	X		X	X			5
32	4	7	32	X	X	X	X	X	X	X	X	11
31	4	5	31	X	X	X	X	X	X	X		9
30	6	5	30	X	X	X	X	X	X	X		11
29	6	6	29	X	X	X	X	X	X	X	X	12
28	5	3	28	X	X	X	X	X	X			8
27	4	1	27	X	X	X	X	X				5
26	0	0	26									0
25	1	1	25	X				X				2
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Enterprise

Between: Aliso Viejo Parkway - Aliso Creek Road

Weather: Clear

Date: 9/11/25

Time From: 1:05

Time To: 1:35

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	12%	16%
% In Pace:	80%	84%	82%
% Under Pace:	2%	4%	2%
Average Speed:	32 MPH	33 MPH	32 MPH
Pace Speed:	27 - 36 MPH	28 - 37 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH
50th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	37 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	0	0	58									0
57	0	0	57									0
56	0	0	56									0
55	0	0	55									0
54	1	1	54	X				X				2
53	1	1	53	X				X				2
52	0	3	52					X X X				3
51	4	2	51	X X X X				X X				6
50	3	1	50	X X X				X				4
49	1	0	49	X								1
48	5	2	48	X X X X X				X X				7
47	6	6	47	X X X X X X				X X X X X X				12
46	1	2	46	X				X X				3
45	4	6	45	X X X X				X X X X X X				10
44	2	3	44	X X				X X X				5
43	2	5	43	X X				X X X X X				7
42	7	3	42	X X X X X X X				X X X				10
41	3	2	41	X X X				X X				5
40	2	3	40	X X				X X X				5
39	2	5	39	X X				X X X X X				7
38	2	3	38	X X				X X X				5
37	1	2	37	X				X X				3
36	2	0	36	X X								2
35	1	0	35	X								1
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
Total	50	50		GRAND TOTALS								100

Location: Glenwood Drive

Between: Moulton Parkway - Aliso Creek Road

Weather: Clear

Date: 9/9/25

Time From: 1:15

Time To: 1:35

* Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>4%</u>	<u>20%</u>	<u>18%</u>
% In Pace:	<u>70%</u>	<u>76%</u>	<u>71%</u>
% Under Pace:	<u>26%</u>	<u>4%</u>	<u>11%</u>
Average Speed:	<u>45</u> MPH	<u>44</u> MPH	<u>44</u> MPH
Pace Speed:	<u>42 - 51</u> MPH	<u>38 - 47</u> MPH	<u>39 - 48</u> MPH
15th Percentile / Critical Speed:	<u>39</u> MPH	<u>39</u> MPH	<u>39</u> MPH
50th Percentile / Critical Speed:	<u>45</u> MPH	<u>44</u> MPH	<u>44</u> MPH
85th Percentile / Critical Speed:	<u>50</u> MPH	<u>50</u> MPH	<u>50</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
75	0	0	75									0
74	0	0	74									0
73	0	0	73									0
72	0	0	72									0
71	0	0	71									0
70	0	0	70									0
69	0	0	69									0
68	0	0	68									0
67	0	0	67									0
66	0	0	66									0
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	1	0	58	X								1
57	5	1	57	X X X X X				X				6
56	0	0	56									0
55	2	1	55	X X				X				3
54	3	2	54	X X X				X X				5
53	4	2	53	X X X X				X X				6
52	3	1	52	X X X				X				4
51	2	2	51	X X				X X				4
50	4	4	50	X X X X				X X X X				8
49	4	6	49	X X X X				X X X X X X				10
48	6	6	48	X X X X X X				X X X X X X				12
47	4	4	47	X X X X				X X X X				8
46	1	3	46	X				X X X				4
45	2	3	45	X X				X X X				5
44	1	4	44	X				X X X X				5
43	0	1	43					X				1
42	1	4	42	X				X X X X				5
41	4	1	41	X X X X				X				5
40	1	3	40	X				X X X				4
39	1	1	39	X				X				2
38	1	1	38	X				X				2
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
Total	50	50		GRAND TOTALS								100

Location: Glenwood Drive

Between: Aliso Creek Road - Enterprise

Weather: Clear

Date: 9/17/25

Time From: 1:45

Time To: 2:05

Existing Speed Limit: 50 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>2%</u>	<u>14%</u>	<u>10%</u>
% In Pace:	<u>66%</u>	<u>74%</u>	<u>66%</u>
% Under Pace:	<u>32%</u>	<u>12%</u>	<u>24%</u>
Average Speed:	<u>49</u> MPH	<u>47</u> MPH	<u>48</u> MPH
Pace Speed:	<u>48 - 57</u> MPH	<u>42 - 51</u> MPH	<u>45 - 54</u> MPH
15th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH
50th Percentile / Critical Speed:	49 MPH	47 MPH	48 MPH
85th Percentile / Critical Speed:	55 MPH	51 MPH	53 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	1	0	32	X								1
31	4	0	31	X X X X								4
30	1	0	30	X								1
29	4	1	29	X X X X				X				5
28	1	6	28	X				X X X X X X				7
27	3	2	27	X X X				X X				5
26	2	5	26	X X				X X X X X				7
25	5	3	25	X X X X X				X X X				8
24	5	8	24	X X X X X				X X X X X X X X				13
23	6	4	23	X X X X X X				X X X X				10
22	8	5	22	X X X X X X X X				X X X X X				13
21	3	6	21	X X X				X X X X X X				9
20	1	4	20	X				X X X X				5
19	5	4	19	X X X X X				X X X X				9
18	0	1	18					X				1
17	1	0	17	X								1
16	0	1	16					X				1
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Hollyoak

Between: Alicia Parkway - Laurelmont

Weather: Clear

Date: 9/10/25

Time From: 9:20

Time To: 10:15

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>2%</u>	<u>2%</u>	<u>11%</u>
% In Pace:	<u>78%</u>	<u>94%</u>	<u>86%</u>
% Under Pace:	<u>20%</u>	<u>4%</u>	<u>3%</u>
Average Speed:	<u>24</u> MPH	<u>23</u> MPH	<u>24</u> MPH
Pace Speed:	<u>22 - 31</u> MPH	<u>19 - 28</u> MPH	<u>19 - 28</u> MPH
15th Percentile / Critical Speed:	<u>21</u> MPH	<u>20</u> MPH	<u>20</u> MPH
50th Percentile / Critical Speed:	<u>24</u> MPH	<u>23</u> MPH	<u>24</u> MPH
85th Percentile / Critical Speed:	<u>29</u> MPH	<u>27</u> MPH	<u>28</u> MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	1	36				X					1
35	1	0	35	X								1
34	0	0	34									0
33	1	0	33	X								1
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	1	0	26	X								1
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	1	1	21	X			X					2
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	4	2		GRAND TOTALS								6

Location: Hopseed

Between: Wood Vista Way - Hollyleaf

Weather: Clear

Date: 9/16/25

Time From: 9:00

Time To: 11:00

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	0%	0%
% In Pace:	75%	50%	50%
% Under Pace:	25%	50%	50%
Average Speed:	29 MPH	29 MPH	29 MPH
Pace Speed:	26 - 35 MPH	36 - 45 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	21 MPH	21 MPH	21 MPH
50th Percentile / Critical Speed:	26 MPH	21 MPH	26 MPH
85th Percentile / Critical Speed:	35 MPH	36 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

Counts Unlimited, Inc

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City of Aliso Viejo
Hopseed
B/ Lantana - Golden Rain
24 Hour Directional Speed Survey

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV029S
Site Code: 105-25819A

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/15/26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
04:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
05:00	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
06:00	0	4	5	7	3	2	0	0	0	0	0	0	0	0	21
07:00	1	3	11	11	12	7	1	0	1	0	0	0	0	0	47
08:00	1	2	14	9	9	7	2	2	0	0	0	0	0	0	46
09:00	0	0	6	1	4	2	1	1	0	0	0	0	0	0	15
10:00	0	2	8	7	3	4	1	1	0	0	0	0	0	0	26
11:00	0	4	5	4	7	4	1	1	0	0	0	0	0	0	26
12 PM	0	5	10	8	7	2	0	0	0	0	0	0	0	0	32
13:00	0	1	5	5	4	5	0	0	0	0	0	0	0	0	20
14:00	0	2	8	3	4	2	1	0	0	0	0	0	0	0	20
15:00	0	1	8	4	7	2	0	0	0	1	0	0	0	0	23
16:00	0	0	2	7	9	3	0	0	0	0	0	0	0	0	21
17:00	0	1	9	8	3	5	3	0	1	0	0	0	0	0	30
18:00	0	1	6	5	2	0	4	0	0	0	0	0	0	0	18
19:00	0	5	4	3	2	3	0	0	0	0	0	0	0	0	17
20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	1	3	2	2	1	0	0	0	0	0	0	0	0	9
22:00	0	4	2	1	0	1	0	1	0	0	0	0	0	0	9
23:00	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
Total	2	37	110	91	82	51	15	6	2	1	1	0	0	0	398
Grand Total	2	37	110	91	82	51	15	6	2	1	1	0	0	0	398

15th Percentile : 20 MPH
50th Percentile : 27 MPH
85th Percentile : 36 MPH
95th Percentile : 41 MPH

Statistics Mean Speed(Average) : 29 MPH
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 201
Percent in Pace : 50.5%
Number of Vehicles > 55 MPH : 2
Percent of Vehicles > 55 MPH : 0.5%

Counts Unlimited, Inc

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City of Aliso Viejo
Hopseed
B/ Lantana - Golden Rain
24 Hour Directional Speed Survey

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV029S
Site Code: 105-25819A

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/15/26	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	1	1	0	1	0	0	0	0	0	0	0	4
07:00	0	0	8	7	5	1	0	0	0	0	0	0	0	0	21
08:00	0	0	2	9	7	4	2	0	0	0	0	0	0	0	24
09:00	0	0	4	2	3	3	0	0	0	0	0	0	0	0	12
10:00	1	1	5	2	5	3	0	0	0	0	0	0	0	0	17
11:00	0	0	4	5	3	3	1	0	0	0	0	0	0	0	16
12 PM	0	0	7	4	4	7	1	1	0	0	0	0	0	0	24
13:00	0	1	7	5	3	2	1	0	0	0	0	0	0	0	19
14:00	0	2	5	4	8	8	0	1	0	0	0	0	0	0	28
15:00	0	0	4	16	9	2	6	1	0	0	0	0	0	0	38
16:00	1	1	9	10	10	6	1	0	0	0	0	0	0	0	38
17:00	0	3	8	12	19	4	0	0	0	0	0	0	0	0	46
18:00	1	4	15	10	14	5	2	0	0	0	0	0	0	0	51
19:00	0	0	4	10	4	1	0	0	0	0	0	0	0	0	19
20:00	0	0	5	6	1	1	1	0	0	0	0	0	0	0	14
21:00	0	0	5	3	5	1	0	2	0	0	0	0	0	0	16
22:00	0	2	3	0	2	1	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
Total	3	14	97	109	106	52	16	5	0	0	0	0	1	0	403
Grand Total	3	14	97	109	106	52	16	5	0	0	0	0	1	0	403

15th Percentile : 22 MPH
50th Percentile : 29 MPH
85th Percentile : 36 MPH
95th Percentile : 40 MPH

Statistics
Mean Speed(Average) : 30 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 215
Percent in Pace : 53.3%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.2%

Counts Unlimited, Inc

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City of Aliso Viejo
Hopseed
B/ Lantana - Golden Rain
24 Hour Directional Speed Survey

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV029S
Site Code: 105-25819A

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/15/26	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
04:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
05:00	0	0	2	4	1	1	0	0	0	0	0	0	0	0	8
06:00	0	4	6	8	4	2	1	0	0	0	0	0	0	0	25
07:00	1	3	19	18	17	8	1	0	1	0	0	0	0	0	68
08:00	1	2	16	18	16	11	4	2	0	0	0	0	0	0	70
09:00	0	0	10	3	7	5	1	1	0	0	0	0	0	0	27
10:00	1	3	13	9	8	7	1	1	0	0	0	0	0	0	43
11:00	0	4	9	9	10	7	2	1	0	0	0	0	0	0	42
12 PM	0	5	17	12	11	9	1	1	0	0	0	0	0	0	56
13:00	0	2	12	10	7	7	1	0	0	0	0	0	0	0	39
14:00	0	4	13	7	12	10	1	1	0	0	0	0	0	0	48
15:00	0	1	12	20	16	4	6	1	0	1	0	0	0	0	61
16:00	1	1	11	17	19	9	1	0	0	0	0	0	0	0	59
17:00	0	4	17	20	22	9	3	0	1	0	0	0	0	0	76
18:00	1	5	21	15	16	5	6	0	0	0	0	0	0	0	69
19:00	0	5	8	13	6	4	0	0	0	0	0	0	0	0	36
20:00	0	0	6	7	1	1	1	0	0	0	0	0	0	0	16
21:00	0	1	8	5	7	2	0	2	0	0	0	0	0	0	25
22:00	0	6	5	1	2	2	0	1	0	0	0	0	0	0	17
23:00	0	1	0	0	1	0	0	0	0	0	1	0	1	0	4
Total	5	51	207	200	188	103	31	11	2	1	1	0	1	0	801
Grand Total	5	51	207	200	188	103	31	11	2	1	1	0	1	0	801

15th Percentile : 21 MPH
50th Percentile : 28 MPH
85th Percentile : 36 MPH
95th Percentile : 41 MPH

Statistics
Mean Speed(Average) : 29 MPH
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 407
Percent in Pace : 50.8%
Number of Vehicles > 55 MPH : 3
Percent of Vehicles > 55 MPH : 0.4%

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	1	0	41	X								1
40	0	0	40									0
39	4	1	39	X	X	X	X	X				5
38	1	3	38	X				X	X	X		4
37	2	2	37	X	X			X	X			4
36	3	2	36	X	X	X		X	X			5
35	0	3	35					X	X	X		3
34	6	6	34	X	X	X	X	X	X	X	X	12
33	7	3	33	X	X	X	X	X	X			10
32	2	3	32	X	X			X	X	X		5
31	4	5	31	X	X	X	X	X	X	X	X	9
30	6	6	30	X	X	X	X	X	X	X	X	12
29	2	5	29	X	X			X	X	X	X	7
28	2	3	28	X	X			X	X	X		5
27	2	3	27	X	X			X	X	X		5
26	1	1	26	X				X				2
25	2	1	25	X	X			X				3
24	3	1	24	X	X	X		X				4
23	1	1	23	X				X				2
22	0	0	22									0
21	0	1	21					X				1
20	1	0	20	X								1
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Journey

Between: Pacific Park Drive - Aliso Creek Road

Weather: Clear

Date: 9/23/25

Time From: 10:55

Time To: 12:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	12%	14%
% In Pace:	70%	78%	73%
% Under Pace:	28%	10%	13%
Average Speed:	32 MPH	31 MPH	31 MPH
Pace Speed:	30 - 39 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	32 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	NB	SB		Northbound				Southbound				VEH.	
65	0	0	65									0	
64	0	0	64									0	
63	0	0	63									0	
62	0	0	62									0	
61	0	0	61									0	
60	0	0	60									0	
59	0	0	59									0	
58	0	0	58									0	
57	0	0	57									0	
56	0	0	56									0	
55	0	0	55									0	
54	0	0	54									0	
53	1	0	53	X								1	
52	1	1	52	X				X				2	
51	3	0	51	X X X								3	
50	1	0	50	X								1	
49	3	0	49	X X X								3	
48	2	2	48	X X				X X				4	
47	1	2	47	X				X X				3	
46	1	0	46	X								1	
45	3	2	45	X X X				X X				5	
44	0	3	44					X X X				3	
43	2	3	43	X X				X X X				5	
42	3	5	42	X X X				X X X X X				8	
41	2	5	41	X X				X X X X X				7	
40	3	3	40	X X X				X X X				6	
39	5	2	39	X X X X X				X X				7	
38	5	3	38	X X X X X				X X X				8	
37	1	5	37	X				X X X X X				6	
36	5	4	36	X X X X X				X X X X				9	
35	0	2	35					X X				2	
34	4	2	34	X X X X				X X				6	
33	1	0	33	X								1	
32	2	2	32	X X				X X				4	
31	0	2	31					X X				2	
30	1	2	30	X				X X				3	
29	0	0	29									0	
28	0	0	28									0	
27	0	0	27									0	
26	0	0	26									0	
25	0	0	25									0	
24	0	0	24									0	
23	0	0	23									0	
22	0	0	22									0	
21	0	0	21									0	
20	0	0	20									0	
19	0	0	19									0	
18	0	0	18									0	
17	0	0	17									0	
16	0	0	16									0	
15	0	0	15									0	
Total	50	50		GRAND TOTALS								100	

Location: La Paz Road

Between: Pacific Park Drive - State Route 73

Weather: Clear

Date: 9/10/25

Time From: 11:25

Time To: 11:45

Existing Speed Limit: 45 MPH

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P
A
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	Northbound	Southbound	Combined Statistics
% Over Pace:	32%	10%	18%
% In Pace:	60%	70%	64%
% Under Pace:	8%	20%	18%
Average Speed:	41 MPH	39 MPH	40 MPH
Pace Speed:	34 - 43 MPH	36 - 45 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH
85th Percentile / Critical Speed:	49 MPH	44 MPH	47 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	1	38					X				1
37	0	2	37					X X				2
36	0	2	36					X X				2
35	1	1	35	X				X				2
34	2	1	34	X X				X				3
33	0	2	33					X X				2
32	1	5	32	X				X X X X X				6
31	3	3	31	X X X				X X X				6
30	7	5	30	X X X X X X X				X X X X X				12
29	7	4	29	X X X X X X X				X X X X				11
28	2	3	28	X X				X X X				5
27	9	5	27	X X X X X X X X X X				X X X X X				14
26	5	6	26	X X X X X				X X X X X X				11
25	2	4	25	X X				X X X X				6
24	2	1	24	X X				X				3
23	2	2	23	X X				X X				4
22	1	2	22	X				X X				3
21	3	1	21	X X X				X				4
20	1	0	20	X								1
19	2	0	19	X X								2
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Laurelmont

Between: Alicia Parkway - Hollyoak

Weather: Clear

Date: 9/10/25

Time From: 10:15

Time To: 11:25

Existing Speed Limit: 25 MPH

* * * P A C E *	% Over Pace:	Eastbound 6%	Westbound 12%	Combined Statistics 12%
	% In Pace:	80%	76%	78%
	% Under Pace:	14%	12%	10%
	Average Speed:	27 MPH	29 MPH	28 MPH
	Pace Speed:	23 - 32 MPH	25 - 34 MPH	23 - 32 MPH
	15th Percentile / Critical Speed:	23 MPH	25 MPH	24 MPH
	50th Percentile / Critical Speed:	27 MPH	29 MPH	28 MPH
	85th Percentile / Critical Speed:	30 MPH	33 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
65	0	0	65											0
64	0	0	64											0
63	0	0	63											0
62	0	0	62											0
61	0	0	61											0
60	0	0	60											0
59	0	0	59											0
58	0	0	58											0
57	0	0	57											0
56	0	0	56											0
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	1	0	44	X										1
43	2	0	43	X X										2
42	1	1	42	X					X					2
41	3	3	41	X X X					X X X					6
40	1	1	40	X					X					2
39	2	2	39	X X					X X					4
38	5	5	38	X X X X X					X X X X X					10
37	5	3	37	X X X X X					X X X					8
36	5	5	36	X X X X X					X X X X X					10
35	4	4	35	X X X X					X X X X					8
34	2	4	34	X X					X X X X					6
33	2	5	33	X X					X X X X X					7
32	6	5	32	X X X X X X					X X X X X					11
31	0	3	31						X X X					3
30	2	4	30	X X					X X X X					6
29	5	3	29	X X X X X					X X X					8
28	2	2	28	X X					X X					4
27	1	0	27	X										1
26	0	0	26											0
25	1	0	25	X										1
24	0	0	24											0
23	0	0	23											0
22	0	0	22											0
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
Total	50	50		GRAND TOTALS										100

Location: Liberty

Between: Aliso Viejo Parkway - Aliso Creek Road

Weather: Clear

Date: 9/23/25

Time From: 2:55

Time To: 3:30

Existing Speed Limit: 45 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>20%</u>	<u>14%</u>	<u>17%</u>
* % In Pace:	<u>72%</u>	<u>82%</u>	<u>77%</u>
* % Under Pace:	<u>8%</u>	<u>4%</u>	<u>6%</u>
P Average Speed:	<u>35</u> MPH	<u>34</u> MPH	<u>35</u> MPH
C Pace Speed:	<u>29 - 38</u> MPH	<u>29 - 38</u> MPH	<u>29 - 38</u> MPH
* 15th Percentile / Critical Speed:	<u>29</u> MPH	<u>30</u> MPH	<u>30</u> MPH
50th Percentile / Critical Speed:	<u>36</u> MPH	<u>34</u> MPH	<u>35</u> MPH
85th Percentile / Critical Speed:	<u>40</u> MPH	<u>38</u> MPH	<u>39</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	EB	WB		Eastbound					Westbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	1	44						X					1
43	1	1	43	X					X					2
42	0	1	42						X					1
41	3	0	41	X	X	X								3
40	1	3	40	X					X	X	X			4
39	6	1	39	X	X	X	X	X	X					7
38	1	2	38	X					X	X				3
37	3	4	37	X	X	X			X	X	X	X		7
36	3	5	36	X	X	X			X	X	X	X	X	8
35	9	4	35	X	X	X	X	X	X	X	X	X		13
34	7	3	34	X	X	X	X	X	X	X				10
33	2	3	33	X	X				X	X	X			5
32	1	4	32	X					X	X	X	X		5
31	4	5	31	X	X	X	X		X	X	X	X	X	9
30	4	3	30	X	X	X	X		X	X	X			7
29	1	3	29	X					X	X	X			4
28	2	1	28	X	X				X					3
27	1	4	27	X					X	X	X	X		5
26	1	1	26	X					X					2
25	0	1	25						X					1
24	0	0	24											0
23	0	0	23											0
22	0	0	22											0
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: Oakgrove

Between: Pacific Grove Drive - Wood Canyon Drive North

Weather: Clear

Date: 9/17/25

Time
From: 2:05

Time
To: 2:30

*
* Existing
* Speed Limit: N/P MPH
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	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>10%</u>	<u>14%</u>	<u>11%</u>
% In Pace:	<u>80%</u>	<u>72%</u>	<u>74%</u>
% Under Pace:	<u>10%</u>	<u>14%</u>	<u>15%</u>
Average Speed:	<u>35</u> MPH	<u>34</u> MPH	<u>34</u> MPH
Pace Speed:	<u>30 - 39</u> MPH	<u>29 - 38</u> MPH	<u>30 - 39</u> MPH
15th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	35 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	38 MPH	39 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	1	45					X				1
44	1	1	44	X				X				2
43	0	1	43					X				1
42	0	2	42					X X				2
41	4	4	41	X X X X				X X X X				8
40	3	2	40	X X X				X X				5
39	2	3	39	X X				X X X				5
38	6	4	38	X X X X X X				X X X X				10
37	5	9	37	X X X X X				X X X X X X X X X X				14
36	5	9	36	X X X X X				X X X X X X X X X X				14
35	9	5	35	X X X X X X X X X X				X X X X X				14
34	3	3	34	X X X				X X X				6
33	3	0	33	X X X								3
32	5	2	32	X X X X X				X X				7
31	1	2	31	X				X X				3
30	0	1	30					X				1
29	2	1	29	X X				X				3
28	1	0	28	X								1
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Oak View Drive

Between: Westridge Drive - Wood Canyon Drive

Weather: Clear

Date: 9/17/25

Time From: 9:55

Time To: 10:40

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>2%</u>	<u>4%</u>	<u>6%</u>
% In Pace:	<u>90%</u>	<u>84%</u>	<u>86%</u>
% Under Pace:	<u>8%</u>	<u>12%</u>	<u>8%</u>
Average Speed:	<u>36</u> MPH	<u>37</u> MPH	<u>36</u> MPH
Pace Speed:	<u>32 - 41</u> MPH	<u>34 - 43</u> MPH	<u>32 - 41</u> MPH
15th Percentile / Critical Speed:	32 MPH	34 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	41 MPH	40 MPH



Radar Survey Conducted By:
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PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
75	0	0	75									0
74	0	0	74									0
73	0	0	73									0
72	0	0	72									0
71	0	0	71									0
70	0	0	70									0
69	0	0	69									0
68	0	0	68									0
67	0	0	67									0
66	0	0	66									0
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	1	61					X				1
60	0	0	60									0
59	0	0	59									0
58	1	3	58	X				X X X				4
57	4	8	57	X X X X				X X X X X X X X				12
56	4	1	56	X X X X				X				5
55	2	2	55	X X				X X				4
54	3	3	54	X X X				X X X				6
53	0	3	53					X X X				3
52	2	2	52	X X				X X				4
51	2	4	51	X X				X X X X				6
50	2	5	50	X X				X X X X X				7
49	2	1	49	X X				X				3
48	3	3	48	X X X				X X X				6
47	3	4	47	X X X				X X X X				7
46	6	4	46	X X X X X X				X X X X				10
45	5	1	45	X X X X X				X				6
44	4	3	44	X X X X				X X X				7
43	1	1	43	X				X				2
42	1	0	42	X								1
41	2	0	41	X X								2
40	1	1	40	X				X				2
39	2	0	39	X X								2
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
Total	50	50		GRAND TOTALS								100

Location: Pacific Park Drive

Between: Enterprise - Chase

Weather: Clear

Date: 9/16/25

Time From: 12:25

Time To: 12:45

Existing Speed Limit: 50 MPH

* * * P A C E *	% Over Pace:	Northbound 28%	Southbound 2%	Combined Statistics 32%
	% In Pace:	60%	64%	59%
	% Under Pace:	12%	34%	9%
	Average Speed:	49 MPH	51 MPH	50 MPH
	Pace Speed:	43 - 52 MPH	49 - 58 MPH	44 - 53 MPH
	15th Percentile / Critical Speed:	44 MPH	46 MPH	44 MPH
	50th Percentile / Critical Speed:	47 MPH	51 MPH	50 MPH
	85th Percentile / Critical Speed:	56 MPH	57 MPH	57 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
75	0	0	75									0
74	0	0	74									0
73	0	0	73									0
72	0	0	72									0
71	0	0	71									0
70	0	0	70									0
69	0	0	69									0
68	0	0	68									0
67	0	0	67									0
66	0	0	66									0
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	1	62					X				1
61	1	1	61	X				X				2
60	1	1	60	X				X				2
59	1	1	59	X				X				2
58	1	4	58	X				X X X X				5
57	3	0	57	X X X								3
56	0	0	56									0
55	0	2	55					X X				2
54	2	0	54	X X								2
53	2	2	53	X X				X X				4
52	3	5	52	X X X				X X X X X				8
51	2	6	51	X X				X X X X X X				8
50	2	3	50	X X				X X X				5
49	2	4	49	X X				X X X X				6
48	2	6	48	X X				X X X X X X				8
47	7	2	47	X X X X X X X X				X X				9
46	7	0	46	X X X X X X X X								7
45	5	3	45	X X X X X				X X X				8
44	4	2	44	X X X X				X X				6
43	1	3	43	X				X X X				4
42	2	2	42	X X				X X				4
41	0	0	41									0
40	1	0	40	X								1
39	1	2	39	X				X X				3
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
Total	50	50		GRAND TOTALS								100

Location: Pacific Park Drive

Between: Chase - Aliso Viejo Parkway

Weather: Clear

Date: 9/17/25

Time From: 9:35

Time To: 9:55

Existing Speed Limit: 50 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	24%	19%
% In Pace:	72%	68%	69%
% Under Pace:	10%	8%	12%
Average Speed:	49 MPH	50 MPH	49 MPH
Pace Speed:	44 - 53 MPH	43 - 52 MPH	44 - 53 MPH
15th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH
50th Percentile / Critical Speed:	47 MPH	50 MPH	48 MPH
85th Percentile / Critical Speed:	54 MPH	58 MPH	55 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
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Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	EB	WB		Eastbound					Westbound					VEH.
65	0	0	65											0
64	0	0	64											0
63	0	0	63											0
62	0	0	62											0
61	0	0	61											0
60	0	0	60											0
59	0	0	59											0
58	0	0	58											0
57	1	0	57	X										1
56	1	0	56	X										1
55	2	0	55	X X										2
54	0	0	54											0
53	0	2	53						X X					2
52	1	2	52	X					X X					3
51	0	6	51						X X X X X X					6
50	3	2	50	X X X					X X					5
49	3	3	49	X X X					X X X					6
48	4	4	48	X X X X					X X X X					8
47	6	5	47	X X X X X X					X X X X X					11
46	4	2	46	X X X X					X X					6
45	6	8	45	X X X X X X					X X X X X X X X					14
44	3	3	44	X X X					X X X					6
43	6	4	43	X X X X X X					X X X X					10
42	2	2	42	X X					X X					4
41	3	2	41	X X X					X X					5
40	3	2	40	X X X					X X					5
39	0	2	39						X X					2
38	1	0	38	X										1
37	1	0	37	X										1
36	0	1	36						X					1
35	0	0	35											0
34	0	0	34											0
33	0	0	33											0
32	0	0	32											0
31	0	0	31											0
30	0	0	30											0
29	0	0	29											0
28	0	0	28											0
27	0	0	27											0
26	0	0	26											0
25	0	0	25											0
24	0	0	24											0
23	0	0	23											0
22	0	0	22											0
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
Total	50	50		GRAND TOTALS										100

Location: Pacific Park Drive

Between: Aliso Viejo Parkway - Alicia Parkway

Weather: Clear

Date: 9/10/25

Time From: 12:25

Time To: 12:45

Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	4%	9%
% In Pace:	80%	78%	76%
% Under Pace:	10%	18%	15%
Average Speed:	46 MPH	46 MPH	46 MPH
Pace Speed:	41 - 50 MPH	43 - 52 MPH	42 - 51 MPH
15th Percentile / Critical Speed:	41 MPH	42 MPH	41 MPH
50th Percentile / Critical Speed:	45 MPH	46 MPH	46 MPH
85th Percentile / Critical Speed:	50 MPH	51 MPH	50 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	EB	WB		Eastbound					Westbound					VEH.
65	0	0	65											0
64	0	0	64											0
63	0	0	63											0
62	0	0	62											0
61	0	0	61											0
60	0	0	60											0
59	0	0	59											0
58	0	0	58											0
57	0	0	57											0
56	1	1	56	X					X					2
55	0	1	55						X					1
54	3	4	54	X	X	X			X	X	X	X		7
53	2	0	53	X	X									2
52	1	1	52	X					X					2
51	1	1	51	X					X					2
50	0	1	50						X					1
49	1	4	49	X					X	X	X	X		5
48	0	3	48						X	X	X			3
47	3	0	47	X	X	X								3
46	3	5	46	X	X	X			X	X	X	X		8
45	6	4	45	X	X	X	X	X	X	X	X			10
44	5	7	44	X	X	X	X	X	X	X	X	X	X	12
43	3	3	43	X	X	X			X	X	X			6
42	4	3	42	X	X	X	X		X	X	X			7
41	6	6	41	X	X	X	X	X	X	X	X	X	X	12
40	5	2	40	X	X	X	X	X	X	X				7
39	3	1	39	X	X	X			X					4
38	1	0	38	X										1
37	2	3	37	X	X				X	X	X			5
36	0	0	36											0
35	0	0	35											0
34	0	0	34											0
33	0	0	33											0
32	0	0	32											0
31	0	0	31											0
30	0	0	30											0
29	0	0	29											0
28	0	0	28											0
27	0	0	27											0
26	0	0	26											0
25	0	0	25											0
24	0	0	24											0
23	0	0	23											0
22	0	0	22											0
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
Total	50	50		GRAND TOTALS										100

Location: Pacific Park Drive

Between: Alicia Parkway - Mareblu

Weather: Clear

Date: 9/10/25

Time From: 11:45

Time To: 12:05

Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	18%	17%
% In Pace:	78%	74%	73%
% Under Pace:	4%	8%	10%
Average Speed:	44 MPH	45 MPH	45 MPH
Pace Speed:	38 - 47 MPH	40 - 49 MPH	40 - 49 MPH
15th Percentile / Critical Speed:	40 MPH	41 MPH	40 MPH
50th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH
85th Percentile / Critical Speed:	51 MPH	51 MPH	51 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	EB	WB		Eastbound					Westbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	0	44											0
43	0	0	43											0
42	0	0	42											0
41	1	0	41	X					X					1
40	0	1	40						X					1
39	2	3	39	X	X				X	X	X			5
38	2	1	38	X	X				X					3
37	2	2	37	X	X				X	X				4
36	4	2	36	X	X	X	X		X	X				6
35	6	0	35	X	X	X	X	X						6
34	8	3	34	X	X	X	X	X	X	X				11
33	2	1	33	X	X				X					3
32	3	8	32	X	X	X			X	X	X	X	X	11
31	3	6	31	X	X	X			X	X	X	X	X	9
30	6	5	30	X	X	X	X	X	X	X	X			11
29	3	7	29	X	X	X			X	X	X	X	X	10
28	2	2	28	X	X				X	X				4
27	2	4	27	X	X				X	X	X	X		6
26	1	0	26	X										1
25	1	3	25	X					X	X	X			4
24	1	2	24	X					X	X				3
23	0	0	23											0
22	0	0	22											0
21	1	0	21	X										1
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: **Peppertree**

Between: **Pacific Park Drive - Knuckle Curve**

Weather: **Clear**

Date: **9/16/25**

Time From: **1:05**

Time To: **2:10**

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>6%</u>	<u>18%</u>	<u>14%</u>
% In Pace:	<u>78%</u>	<u>78%</u>	<u>77%</u>
% Under Pace:	<u>16%</u>	<u>4%</u>	<u>9%</u>
Average Speed:	<u>32</u> MPH	<u>31</u> MPH	<u>32</u> MPH
Pace Speed:	<u>29 - 38</u> MPH	<u>25 - 34</u> MPH	<u>27 - 36</u> MPH
15th Percentile / Critical Speed:	<u>28</u> MPH	<u>27</u> MPH	<u>27</u> MPH
50th Percentile / Critical Speed:	<u>34</u> MPH	<u>31</u> MPH	<u>32</u> MPH
85th Percentile / Critical Speed:	<u>36</u> MPH	<u>36</u> MPH	<u>36</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	0	44											0
43	0	0	43											0
42	0	0	42											0
41	0	0	41											0
40	0	0	40											0
39	2	0	39	X	X									2
38	1	0	38	X	X									1
37	1	3	37	X					X	X	X			4
36	2	3	36	X	X				X	X	X			5
35	6	4	35	X	X	X	X	X	X	X	X			10
34	6	4	34	X	X	X	X	X	X	X	X			10
33	4	3	33	X	X	X	X		X	X	X			7
32	3	3	32	X	X	X			X	X	X			6
31	4	6	31	X	X	X	X		X	X	X	X	X	10
30	3	7	30	X	X	X			X	X	X	X	X	10
29	7	6	29	X	X	X	X	X	X	X	X	X		13
28	4	4	28	X	X	X	X		X	X	X	X		8
27	1	4	27	X					X	X	X	X		5
26	2	1	26	X	X				X					3
25	3	0	25	X	X	X								3
24	0	2	24						X	X				2
23	1	0	23	X										1
22	0	0	22											0
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: Pursuit

Between: Liberty - Curve

Weather: Clear

Date: 9/23/25

Time From: 1:25

Time To: 2:55

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	6%	7%
% In Pace:	80%	88%	84%
% Under Pace:	14%	6%	9%
Average Speed:	31 MPH	31 MPH	31 MPH
Pace Speed:	28 - 37 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	0	44											0
43	0	0	43											0
42	0	0	42											0
41	0	0	41											0
40	1	0	40	X										1
39	1	2	39	X					X	X				3
38	0	1	38						X					1
37	1	0	37	X										1
36	4	1	36	X	X	X	X		X					5
35	2	1	35	X	X				X					3
34	3	2	34	X	X	X			X	X				5
33	2	5	33	X	X				X	X	X	X		7
32	7	6	32	X	X	X	X	X	X	X	X	X	X	13
31	4	3	31	X	X	X	X		X	X	X			7
30	3	2	30	X	X	X			X	X				5
29	8	4	29	X	X	X	X	X	X	X	X			12
28	0	7	28						X	X	X	X	X	7
27	4	5	27	X	X	X	X		X	X	X	X		9
26	6	2	26	X	X	X	X	X	X	X				8
25	3	4	25	X	X	X			X	X	X	X		7
24	0	3	24						X	X	X			3
23	0	1	23						X					1
22	1	0	22	X										1
21	0	1	21						X					1
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location:	Pursuit
Between:	Curve - Aliso
Weather:	Clear
Date:	9/23/25
Time From:	12:20
Time To:	1:25
Existing Speed Limit:	<u>35</u> MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	14%	14%
% In Pace:	80%	82%	80%
% Under Pace:	2%	4%	6%
Average Speed:	31 MPH	30 MPH	30 MPH
Pace Speed:	25 - 34 MPH	24 - 33 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	26 MPH	25 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	30 MPH
85th Percentile / Critical Speed:	35 MPH	33 MPH	34 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6266

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	NB	SB		Northbound				Southbound				VEH.	
55	0	0	55									0	
54	0	0	54									0	
53	0	0	53									0	
52	0	0	52									0	
51	0	0	51									0	
50	0	0	50									0	
49	0	0	49									0	
48	0	0	48									0	
47	0	0	47									0	
46	0	0	46									0	
45	0	0	45									0	
44	0	0	44									0	
43	0	0	43									0	
42	0	0	42									0	
41	0	0	41									0	
40	0	0	40									0	
39	1	0	39	X								1	
38	0	2	38					X	X			2	
37	4	0	37	X	X	X	X					4	
36	7	1	36	X	X	X	X	X	X			8	
35	2	1	35	X	X			X				3	
34	0	2	34					X	X			2	
33	2	6	33	X	X			X	X	X	X	8	
32	3	6	32	X	X	X		X	X	X	X	9	
31	5	2	31	X	X	X	X	X	X			7	
30	4	4	30	X	X	X	X	X	X	X		8	
29	8	7	29	X	X	X	X	X	X	X	X	15	
28	2	5	28	X	X			X	X	X	X	7	
27	3	4	27	X	X	X		X	X	X	X	7	
26	3	7	26	X	X	X		X	X	X	X	10	
25	3	1	25	X	X	X		X				4	
24	0	0	24									0	
23	0	0	23									0	
22	1	1	22	X				X				2	
21	1	1	21	X				X				2	
20	1	0	20	X								1	
19	0	0	19									0	
18	0	0	18									0	
17	0	0	17									0	
16	0	0	16									0	
15	0	0	15									0	
14	0	0	14									0	
13	0	0	13									0	
12	0	0	12									0	
11	0	0	11									0	
10	0	0	10									0	
9	0	0	9									0	
8	0	0	8									0	
7	0	0	7									0	
6	0	0	6									0	
5	0	0	5									0	
Total	50	50		GRAND TOTALS								100	

Location: Sanborn

Between: Chase - Wood Canyon Drive

Weather: Clear

Date: 9/16/25

Time From: 2:10

Time To: 2:55

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	6%	18%
% In Pace:	74%	88%	77%
% Under Pace:	24%	6%	5%
Average Speed:	31 MPH	30 MPH	30 MPH
Pace Speed:	28 - 37 MPH	26 - 35 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	30 MPH
85th Percentile / Critical Speed:	36 MPH	33 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
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City of Aliso Viejo

Radar Speed Survey

MPH			Vehicles Surveyed										TOT.
Speed	EB	WB	Eastbound					Westbound					VEH.
55	0	0	55										0
54	0	0	54										0
53	0	0	53										0
52	0	0	52										0
51	0	0	51										0
50	0	0	50										0
49	0	0	49										0
48	0	0	48										0
47	0	0	47										0
46	0	0	46										0
45	0	0	45										0
44	0	0	44										0
43	0	0	43										0
42	0	0	42										0
41	0	0	41										0
40	0	0	40										0
39	1	0	39	X									1
38	0	1	38					X					1
37	0	1	37					X					1
36	2	1	36	X	X			X					3
35	2	3	35	X	X			X	X	X			5
34	3	2	34	X	X	X		X	X				5
33	1	4	33	X				X	X	X	X		5
32	3	2	32	X	X	X		X	X				5
31	2	3	31	X	X			X	X	X			5
30	7	9	30	X	X	X	X	X	X	X	X	X	16
29	6	5	29	X	X	X	X	X	X	X	X		11
28	9	3	28	X	X	X	X	X	X	X			12
27	6	6	27	X	X	X	X	X	X	X	X		12
26	3	2	26	X	X	X		X	X				5
25	0	2	25					X	X				2
24	3	2	24	X	X	X		X	X				5
23	1	1	23	X				X					2
22	1	1	22	X				X					2
21	0	2	21					X	X				2
20	0	0	20										0
19	0	0	19										0
18	0	0	18										0
17	0	0	17										0
16	0	0	16										0
15	0	0	15										0
14	0	0	14										0
13	0	0	13										0
12	0	0	12										0
11	0	0	11										0
10	0	0	10										0
9	0	0	9										0
8	0	0	8										0
7	0	0	7										0
6	0	0	6										0
5	0	0	5										0
Total	50	50	GRAND TOTALS										100

Location:	Summerfield
Between:	Aliso Creek Road - Autumnnglen
Weather:	Clear
Date:	9/11/25
Time From:	1:35
Time To:	2:45
Existing Speed Limit:	<u>30</u> MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	6%	6%
% In Pace:	84%	78%	81%
% Under Pace:	10%	16%	13%
Average Speed:	29 MPH	29 MPH	29 MPH
Pace Speed:	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	25 MPH	26 MPH
50th Percentile / Critical Speed:	29 MPH	30 MPH	29 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH



Radar Survey Conducted By:
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Corona, CA 92880
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	1	31				X					1
30	1	0	30	X								1
29	2	2	29	X X			X X					4
28	2	4	28	X X			X X X X					6
27	0	3	27				X X X					3
26	2	4	26	X X			X X X X					6
25	6	2	25	X X X X X X			X X					8
24	8	10	24	X X X X X X X X			X X X X X X X X X X					18
23	5	3	23	X X X X X			X X X					8
22	6	8	22	X X X X X X			X X X X X X X X					14
21	7	4	21	X X X X X X X			X X X X					11
20	4	2	20	X X X X			X X					6
19	2	4	19	X X			X X X X					6
18	2	2	18	X X			X X					4
17	1	0	17	X								1
16	2	0	16	X X								2
15	0	0	15									0
14	0	1	14				X					1
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Via Iglesia

Between: Moulton Parkway - Cul-De-Sac

Weather: Clear

Date: 9/9/25

Time From: 9:00

Time To: 10:00

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	6%	6%
% In Pace:	86%	88%	86%
% Under Pace:	4%	6%	8%
Average Speed:	23 MPH	23 MPH	23 MPH
Pace Speed:	17 - 26 MPH	19 - 28 MPH	19 - 28 MPH
15th Percentile / Critical Speed:	20 MPH	20 MPH	20 MPH
50th Percentile / Critical Speed:	23 MPH	24 MPH	23 MPH
85th Percentile / Critical Speed:	25 MPH	27 MPH	27 MPH



Radar Survey Conducted By:
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	0	0	58									0
57	0	0	57									0
56	0	0	56									0
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	1	0	46	X								1
45	1	0	45	X								1
44	0	0	44									0
43	0	3	43					X X X				3
42	2	1	42	X X				X				3
41	2	0	41	X X								2
40	1	1	40	X				X				2
39	4	2	39	X X X X				X X				6
38	3	8	38	X X X				X X X X X X X X				11
37	11	4	37	X X X X X X X X X X X X				X X X X				15
36	8	6	36	X X X X X X X X X				X X X X X X				14
35	6	5	35	X X X X X X				X X X X X				11
34	1	2	34	X				X X				3
33	2	5	33	X X				X X X X X				7
32	5	2	32	X X X X X				X X				7
31	1	2	31	X				X X				3
30	1	1	30	X				X				2
29	1	2	29	X				X X				3
28	0	5	28					X X X X X				5
27	0	0	27									0
26	0	0	26									0
25	0	1	25					X				1
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
Total	50	50		GRAND TOTALS								100

Location: Westwing

Between: Calle Corta - Aliso Creek Road

Weather: Clear

Date: 9/11/25

Time From: 9:55

Time To: 10:20

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
* % Over Pace:	8%	8%	10%
* % In Pace:	86%	74%	79%
* % Under Pace:	6%	18%	11%
Average Speed:	36 MPH	35 MPH	36 MPH
Pace Speed:	32 - 41 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	29 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	38 MPH	39 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	2	1	39	X	X			X				3
38	1	0	38	X								1
37	3	1	37	X	X	X		X				4
36	3	3	36	X	X	X		X	X	X		6
35	7	4	35	X	X	X	X	X	X	X		11
34	8	3	34	X	X	X	X	X	X	X		11
33	9	7	33	X	X	X	X	X	X	X	X	16
32	6	10	32	X	X	X	X	X	X	X	X	16
31	5	4	31	X	X	X	X	X	X	X		9
30	4	8	30	X	X	X	X	X	X	X	X	12
29	0	2	29					X	X			2
28	0	5	28					X	X	X	X	5
27	0	1	27					X				1
26	2	1	26	X	X			X				3
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Westwing

Between: Aliso Creek Road - Eastwing

Weather: Clear

Date: 9/11/25

Time From: 10:20

Time To: 11:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>0%</u>	<u>2%</u>	<u>4%</u>
% In Pace:	<u>96%</u>	<u>94%</u>	<u>92%</u>
% Under Pace:	<u>4%</u>	<u>4%</u>	<u>4%</u>
Average Speed:	<u>33</u> MPH	<u>32</u> MPH	<u>33</u> MPH
Pace Speed:	<u>30 - 39</u> MPH	<u>28 - 37</u> MPH	<u>28 - 37</u> MPH
15th Percentile / Critical Speed:	<u>31</u> MPH	<u>29</u> MPH	<u>30</u> MPH
50th Percentile / Critical Speed:	<u>33</u> MPH	<u>32</u> MPH	<u>33</u> MPH
85th Percentile / Critical Speed:	<u>36</u> MPH	<u>35</u> MPH	<u>35</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	1	0	40	X								1
39	0	0	39									0
38	1	0	38	X								1
37	1	0	37	X								1
36	2	1	36	X	X			X				3
35	2	1	35	X	X			X				3
34	4	1	34	X	X	X	X	X				5
33	1	1	33	X				X				2
32	5	2	32	X	X	X	X	X	X			7
31	6	7	31	X	X	X	X	X	X	X	X	13
30	8	3	30	X	X	X	X	X	X	X	X	11
29	4	8	29	X	X	X	X	X	X	X	X	12
28	5	4	28	X	X	X	X	X	X	X		9
27	2	4	27	X	X			X	X	X		6
26	2	5	26	X	X			X	X	X	X	7
25	3	5	25	X	X	X		X	X	X	X	8
24	2	3	24	X	X			X	X	X		5
23	0	3	23					X	X	X		3
22	0	1	22					X				1
21	1	0	21	X								1
20	0	1	20					X				1
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Windsong

Between: Aliso Creek Road - Cedarbrook

Weather: Clear

Date: 9/10/25

Time From: 2:00

Time To: 2:55

Existing Speed Limit: 30 MPH

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	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>14%</u>	<u>8%</u>	<u>16%</u>
% In Pace:	<u>80%</u>	<u>88%</u>	<u>81%</u>
% Under Pace:	<u>6%</u>	<u>4%</u>	<u>3%</u>
Average Speed:	<u>30</u> MPH	<u>28</u> MPH	<u>29</u> MPH
Pace Speed:	<u>25 - 34</u> MPH	<u>23 - 32</u> MPH	<u>23 - 32</u> MPH
15th Percentile / Critical Speed:	<u>26</u> MPH	<u>24</u> MPH	<u>25</u> MPH
50th Percentile / Critical Speed:	<u>30</u> MPH	<u>28</u> MPH	<u>29</u> MPH
85th Percentile / Critical Speed:	<u>34</u> MPH	<u>31</u> MPH	<u>33</u> MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	1	42					X				1
41	0	1	41					X				1
40	4	3	40	X	X	X	X	X	X	X		7
39	1	1	39	X				X				2
38	1	1	38	X				X				2
37	2	4	37	X	X			X	X	X	X	6
36	2	0	36	X	X			X	X			2
35	6	2	35	X	X	X	X	X	X			8
34	6	4	34	X	X	X	X	X	X	X		10
33	8	5	33	X	X	X	X	X	X	X	X	13
32	5	3	32	X	X	X	X	X	X			8
31	2	6	31	X	X			X	X	X	X	8
30	4	6	30	X	X	X	X	X	X	X	X	10
29	2	4	29	X	X			X	X	X	X	6
28	3	2	28	X	X	X		X	X			5
27	4	1	27	X	X	X	X	X				5
26	0	3	26					X	X	X		3
25	0	2	25					X	X			2
24	0	1	24					X				1
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Wolverine Way

Between: Aliso Creek Road - Cul-De-Sac

Weather: Clear

Date: 9/23/25

Time From: 9:50

Time To: 10:35

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>16%</u>	<u>14%</u>	<u>13%</u>
% In Pace:	<u>84%</u>	<u>72%</u>	<u>76%</u>
% Under Pace:	<u>0%</u>	<u>14%</u>	<u>11%</u>
Average Speed:	<u>33</u> MPH	<u>32</u> MPH	<u>33</u> MPH
Pace Speed:	<u>27 - 36</u> MPH	<u>28 - 37</u> MPH	<u>28 - 37</u> MPH
15th Percentile / Critical Speed:	<u>29</u> MPH	<u>28</u> MPH	<u>28</u> MPH
50th Percentile / Critical Speed:	<u>33</u> MPH	<u>31</u> MPH	<u>33</u> MPH
85th Percentile / Critical Speed:	<u>37</u> MPH	<u>37</u> MPH	<u>37</u> MPH



Radar Survey Conducted By:
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Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	1	41					X				1
40	0	0	40									0
39	2	0	39	X	X							2
38	1	3	38	X				X	X	X		4
37	2	1	37	X	X			X				3
36	1	5	36	X				X	X	X	X	6
35	5	5	35	X	X	X	X	X	X	X	X	10
34	5	4	34	X	X	X	X	X	X	X		9
33	4	2	33	X	X	X	X	X	X			6
32	3	4	32	X	X	X		X	X	X	X	7
31	8	7	31	X	X	X	X	X	X	X	X	15
30	4	3	30	X	X	X	X	X	X			7
29	4	3	29	X	X	X	X	X	X			7
28	5	2	28	X	X	X	X	X	X			7
27	2	4	27	X	X			X	X	X	X	6
26	0	0	26									0
25	4	3	25	X	X	X	X	X	X			7
24	0	1	24					X				1
23	0	1	23					X				1
22	0	0	22									0
21	0	1	21					X				1
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Wood Canyon Drive

Between: Thistledown - Grand

Weather: Clear

Date: 9/17/25

Time From: 9:00

Time To: 9:35

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	10%	10%
% In Pace:	82%	78%	80%
% Under Pace:	12%	12%	10%
Average Speed:	32 MPH	32 MPH	32 MPH
Pace Speed:	28 - 37 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	36 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
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City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	1	0	42	X								1
41	0	2	41					X	X			2
40	3	3	40	X	X	X		X	X	X		6
39	1	2	39	X				X	X			3
38	2	3	38	X	X			X	X	X		5
37	4	5	37	X	X	X	X	X	X	X	X	9
36	2	6	36	X	X			X	X	X	X	8
35	6	5	35	X	X	X	X	X	X	X	X	11
34	3	5	34	X	X	X		X	X	X	X	8
33	1	4	33	X				X	X	X	X	5
32	8	5	32	X	X	X	X	X	X	X	X	13
31	4	0	31	X	X	X	X					4
30	9	3	30	X	X	X	X	X	X	X	X	12
29	2	3	29	X	X			X	X	X		5
28	2	2	28	X	X			X	X			4
27	0	2	27					X	X			2
26	0	0	26									0
25	2	0	25	X	X							2
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Wood Canyon Drive

Between: Grand - Pacific Park Drive

Weather: Clear

Date: 9/16/25

Time From: 2:55

Time To: 3:45

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	0%	12%
% In Pace:	82%	80%	80%
% Under Pace:	8%	20%	8%
Average Speed:	33 MPH	34 MPH	34 MPH
Pace Speed:	29 - 38 MPH	32 - 41 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	32 MPH	35 MPH	34 MPH
85th Percentile / Critical Speed:	37 MPH	38 MPH	38 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Aliso Viejo Radar Speed Survey

[illegible]

Location:	Wood Canyon Drive
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Between: Pacific Park Drive - Boundary Oak

Weather: Clear

Date: 9/23/25

Time
From: 3:30

Time
To: 3:50

Existing
Speed Limit: 50 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>4%</u>	<u>14%</u>	<u>11%</u>
% In Pace:	<u>90%</u>	<u>76%</u>	<u>83%</u>
% Under Pace:	<u>6%</u>	<u>10%</u>	<u>6%</u>
Average Speed:	<u>39</u> MPH	<u>40</u> MPH	<u>40</u> MPH
Pace Speed:	<u>35 - 44</u> MPH	<u>36 - 45</u> MPH	<u>35 - 44</u> MPH
15th Percentile / Critical Speed:	35 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	38 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	43 MPH	45 MPH	43 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	0	0	58									0
57	0	0	57									0
56	0	0	56									0
55	1	0	55	X								1
54	0	0	54									0
53	0	0	53									0
52	2	0	52	X	X							2
51	1	3	51	X				X	X	X		4
50	4	2	50	X	X	X	X	X	X			6
49	3	1	49	X	X	X		X				4
48	2	3	48	X	X			X	X	X		5
47	5	2	47	X	X	X	X	X	X			7
46	4	1	46	X	X	X	X	X				5
45	10	2	45	X	X	X	X	X	X	X	X	12
44	3	8	44	X	X	X		X	X	X	X	11
43	1	5	43	X				X	X	X	X	6
42	3	3	42	X	X	X		X	X	X		6
41	5	4	41	X	X	X	X	X	X	X		9
40	3	2	40	X	X	X		X	X			5
39	1	4	39	X				X	X	X	X	5
38	1	3	38	X				X	X	X		4
37	1	2	37	X				X	X			3
36	0	0	36									0
35	0	2	35					X	X			2
34	0	1	34					X				1
33	0	2	33					X	X			2
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
Total	50	50		GRAND TOTALS								100

Location: Wood Canyon Drive

Between: Boundary Oak - Calypso Street

Weather: Clear

Date: 9/17/25

Time From: 10:40

Time To: 11:05

Existing Speed Limit: 50 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	12%	7%
% In Pace:	80%	68%	71%
% Under Pace:	12%	20%	22%
Average Speed:	45 MPH	43 MPH	44 MPH
Pace Speed:	41 - 50 MPH	39 - 48 MPH	41 - 50 MPH
15th Percentile / Critical Speed:	41 MPH	38 MPH	39 MPH
50th Percentile / Critical Speed:	45 MPH	43 MPH	44 MPH
85th Percentile / Critical Speed:	50 MPH	48 MPH	49 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
65	0	0	65									0
64	0	0	64									0
63	0	0	63									0
62	0	0	62									0
61	0	0	61									0
60	0	0	60									0
59	0	0	59									0
58	0	0	58									0
57	0	1	57					X				1
56	0	0	56									0
55	1	1	55	X				X				2
54	0	3	54					X X X				3
53	4	2	53	X X X X				X X				6
52	1	3	52	X				X X X				4
51	1	3	51	X				X X X				4
50	1	5	50	X				X X X X X				6
49	0	8	49					X X X X X X X X				8
48	1	5	48	X				X X X X X				6
47	5	3	47	X X X X X				X X X				8
46	6	4	46	X X X X X X				X X X X				10
45	4	0	45	X X X X								4
44	6	3	44	X X X X X X				X X X				9
43	4	3	43	X X X X				X X X				7
42	2	1	42	X X				X				3
41	5	1	41	X X X X X				X				6
40	2	1	40	X X				X				3
39	1	2	39	X				X X				3
38	2	0	38	X X								2
37	1	1	37	X				X				2
36	3	0	36	X X X								3
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	0	0	32									0
31	0	0	31									0
30	0	0	30									0
29	0	0	29									0
28	0	0	28									0
27	0	0	27									0
26	0	0	26									0
25	0	0	25									0
24	0	0	24									0
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
Total	50	50		GRAND TOTALS								100

Location: Wood Canyon Drive

Between: Knollwood - Hope Street

Weather: Clear

Date: 9/17/25

Time From: 11:05

Time To: 11:25

Existing Speed Limit: 45 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	2%	20%
% In Pace:	74%	74%	67%
% Under Pace:	8%	24%	13%
Average Speed:	44 MPH	48 MPH	46 MPH
Pace Speed:	38 - 47 MPH	46 - 55 MPH	41 - 50 MPH
15th Percentile / Critical Speed:	40 MPH	43 MPH	41 MPH
50th Percentile / Critical Speed:	44 MPH	49 MPH	46 MPH
85th Percentile / Critical Speed:	50 MPH	52 MPH	52 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of Aliso Viejo
Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	1	0	39	X								1
38	0	0	38									0
37	1	1	37	X				X				2
36	1	1	36	X				X				2
35	3	1	35	X X X				X				4
34	4	2	34	X X X X				X X				6
33	3	7	33	X X X				X X X X X X X				10
32	3	2	32	X X X				X X				5
31	3	1	31	X X X				X				4
30	5	4	30	X X X X X				X X X X				9
29	5	3	29	X X X X X				X X X				8
28	7	9	28	X X X X X X X				X X X X X X X X X				16
27	2	5	27	X X				X X X X X				7
26	4	2	26	X X X X				X X				6
25	2	4	25	X X				X X X X				6
24	3	4	24	X X X				X X X X				7
23	1	1	23	X				X				2
22	2	2	22	X X				X X				4
21	0	1	21					X				1
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Wood Vista Way

Between: Hopseed - Canyon Vistas

Weather: Clear

Date: 9/16/25

Time From: 11:00

Time To: 12:25

Existing Speed Limit: 35 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>6%</u>	<u>10%</u>	<u>15%</u>
% In Pace:	<u>78%</u>	<u>82%</u>	<u>78%</u>
% Under Pace:	<u>16%</u>	<u>8%</u>	<u>7%</u>
Average Speed:	<u>30</u> MPH	<u>29</u> MPH	<u>29</u> MPH
Pace Speed:	<u>26 - 35</u> MPH	<u>24 - 33</u> MPH	<u>24 - 33</u> MPH
15th Percentile / Critical Speed:	<u>25</u> MPH	<u>24</u> MPH	<u>25</u> MPH
50th Percentile / Critical Speed:	<u>29</u> MPH	<u>28</u> MPH	<u>29</u> MPH
85th Percentile / Critical Speed:	<u>34</u> MPH	<u>33</u> MPH	<u>33</u> MPH



Radar Survey Conducted By:
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Counts Unlimited, Inc.

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Corona, CA 92878
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City of Aliso Viejo
Argonut Loop
B/ Argonut - Argonut
24 Hour Directional Speed Survey
Direction: Combined

File Name: ASV001
Site Code: 105-26248

3/19/2026	0 - 15	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 - 75	> 75 MPH	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
5:00	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8
6:00	0	1	0	5	1	1	1	0	0	0	0	0	0	0	9
7:00	2	2	3	8	10	8	2	1	0	0	0	0	0	0	36
8:00	3	1	1	10	14	1	4	0	0	0	0	0	0	0	34
9:00	1	2	5	12	8	6	1	1	0	0	0	0	0	0	36
10:00	2	3	3	10	11	4	2	1	0	0	0	0	0	0	36
11:00	0	0	2	10	27	11	2	0	0	0	0	0	0	0	52
12:00 PM	5	9	5	16	19	11	0	0	0	0	0	0	0	0	65
1:00	7	1	2	7	21	10	2	0	0	0	0	0	0	0	50
2:00	3	2	4	10	19	11	1	0	0	0	0	0	0	0	50
3:00	0	1	3	13	25	13	2	0	0	0	0	0	0	0	57
4:00	5	4	4	21	23	13	1	1	0	0	0	0	0	1	73
5:00	1	4	4	15	43	14	0	0	0	0	0	0	0	0	81
6:00	2	0	6	12	16	8	2	0	0	0	0	0	0	0	46
7:00	0	0	3	9	5	2	1	1	0	0	0	0	0	0	21
8:00	0	0	3	5	10	2	1	0	0	0	0	0	0	0	21
9:00	0	0	3	1	1	3	0	0	0	0	0	0	0	0	8
10:00	0	2	4	0	3	1	0	0	0	0	0	0	0	0	10
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	31	32	59	168	262	122	22	5	0	0	0	0	0	1	702
Grand Total	31	32	59	168	262	122	22	5	0	0	0	0	0	1	702
Stats	Percentile		15th		50th		85th		95th						
	Speed		22		30		35		38						
	Mean Speed (Average)		30.6												
	10 MPH Pace Speed		27-36												
	Number in Pace		432												
	Percent in Pace		62.0%												
	Number > 45 MPH		6												
	Percent > 45 MPH		0.9%												

Counts Unlimited, Inc.

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City of Aliso Viejo

Brookline Street

S/ Aliso Creek Road

24 Hour Directional Speed Survey

Direction: Combined

File Name: ASV002

Site Code: 105-26248

3/19/2026	0 - 15	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 - 75	> 75 MPH	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	3	0	1	0	1	0	0	0	0	0	0	0	5
1:00	0	0	0	7	3	1	1	0	0	0	0	0	0	0	12
2:00	0	0	0	1	1	3	0	1	0	0	0	0	0	0	6
3:00	0	0	1	6	11	5	3	3	0	1	0	0	0	0	30
4:00	0	0	14	30	40	29	12	2	0	0	0	0	0	0	127
5:00	1	0	6	14	13	17	5	2	1	0	0	0	0	0	59
6:00	0	1	5	14	17	8	1	0	0	0	0	0	0	0	46
7:00	1	1	6	18	37	16	3	0	0	0	0	0	0	0	82
8:00	0	1	28	88	58	43	14	2	0	0	0	0	0	0	234
9:00	2	2	24	62	95	57	12	2	0	1	0	0	0	0	257
10:00	1	3	15	11	21	15	2	0	0	0	0	0	0	0	68
11:00	2	2	9	16	19	10	4	0	0	0	0	0	0	0	62
12:00 PM	3	5	5	19	17	9	1	0	0	0	0	0	0	0	59
1:00	2	3	6	15	23	7	2	1	0	0	0	0	0	0	59
2:00	0	0	15	22	27	10	2	0	0	0	0	0	0	0	76
3:00	4	0	7	17	17	14	2	0	0	0	0	0	0	0	61
4:00	2	2	15	22	25	16	4	0	0	0	0	0	0	0	86
5:00	2	2	22	61	57	17	5	0	0	0	0	0	0	0	166
6:00	2	5	32	46	47	26	4	1	0	0	0	0	0	0	163
7:00	0	4	17	46	31	17	3	0	0	0	0	0	0	0	118
8:00	0	4	24	29	30	6	0	1	0	0	0	0	0	0	94
9:00	0	1	18	22	17	7	2	0	0	0	0	0	0	0	67
10:00	0	2	4	13	11	10	4	2	0	0	0	0	0	0	46
11:00	0	0	2	3	4	4	0	0	0	0	0	0	0	0	13
Total	22	38	278	582	622	347	87	17	1	2	0	0	0	0	1996
Grand Total	22	38	278	582	622	347	87	17	1	2	0	0	0	0	1996
Stats	Percentile		15th		50th		85th		95th						
	Speed		24		30		36		39						
	Mean Speed (Average)		31.0												
	10 MPH Pace Speed		26-35												
	Number in Pace		1204												
	Percent in Pace		60.0%												
	Number > 45 MPH		20												
	Percent > 45 MPH		1.0%												

Counts Unlimited, Inc.

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City of Aliso Viejo
Columbia Loop
B/ Columbia - Columbia
24 Hour Directional Speed Survey
Direction: Combined

File Name: ASV003
Site Code:

3/19/2026	0 - 15	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 - 75	> 75 MPH	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
1:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3
2:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
4:00	1	0	2	5	0	1	0	0	0	0	0	0	0	0	9
5:00	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6
6:00	3	5	9	2	5	0	0	0	0	0	0	0	0	0	24
7:00	2	5	11	7	3	2	1	0	0	0	0	0	0	0	31
8:00	5	5	7	11	6	2	0	0	0	0	0	0	0	0	36
9:00	2	2	2	3	5	1	0	0	0	0	0	0	0	0	15
10:00	2	6	12	6	7	1	0	0	0	0	0	0	0	0	34
11:00	12	5	12	11	11	1	0	0	0	0	0	0	0	0	52
12:00 PM	6	7	8	10	10	2	0	0	0	0	0	0	0	0	43
1:00	3	2	8	12	6	1	0	0	0	0	0	0	0	0	32
2:00	5	5	12	10	7	3	0	0	0	0	0	0	0	0	42
3:00	11	7	12	5	2	1	0	0	0	0	0	0	0	0	38
4:00	7	3	4	12	5	3	0	0	0	0	0	0	0	0	34
5:00	4	17	18	21	7	2	0	0	0	0	0	0	0	0	69
6:00	4	25	18	5	4	0	0	1	0	0	0	0	0	0	57
7:00	3	9	9	10	8	1	0	0	0	0	0	0	0	0	40
8:00	8	33	17	11	5	3	0	0	0	0	0	0	0	0	77
9:00	0	0	5	6	5	1	1	0	0	0	0	0	0	0	18
10:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:00	0	1	2	6	1	3	0	0	0	0	0	0	0	0	13
Total	79	137	170	161	100	32	2	1	0	0	0	0	0	0	682
Grand Total	79	137	170	161	100	32	2	1	0	0	0	0	0	0	682
Stats	Percentile		15th		50th		85th		95th						
	Speed		15		23		31		34						
	Mean Speed (Average)		24.1												
	10 MPH Pace Speed		19-28												
	Number in Pace		338												
	Percent in Pace		50.0%												
	Number > 45 MPH		1												
	Percent > 45 MPH		0.1%												

Counts Unlimited, Inc.

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City of Aliso Viejo
Journey Loop
B/ Journey - Journey
24 Hour Directional Speed Survey
Direction: Combined

File Name: ASV004B
Site Code: 105-26248

3/26/2026 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 - 75 MPH	> 75 MPH	Total
12:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
3:00	0	1	0	0	4	1	0	0	0	0	0	0	0	0	6
4:00	0	0	1	1	3	2	2	1	0	0	0	0	0	0	10
5:00	0	0	4	6	3	4	0	0	0	0	0	0	0	0	17
6:00	0	3	7	9	5	1	4	0	0	0	0	0	0	0	29
7:00	3	0	15	14	6	8	1	0	0	0	0	0	0	0	47
8:00	3	3	14	12	9	3	2	0	0	0	0	0	0	0	46
9:00	5	5	6	11	8	4	1	0	0	0	0	0	0	0	40
10:00	3	2	8	11	8	3	2	0	0	0	0	0	0	0	37
11:00	2	4	8	7	4	6	1	1	0	0	0	0	0	0	33
12:00 PM	6	5	1	11	7	7	1	2	0	0	0	0	0	0	40
1:00	11	7	6	10	7	1	1	0	0	0	0	0	0	0	43
2:00	3	2	6	14	5	6	0	0	0	0	0	0	0	0	36
3:00	1	2	6	14	11	11	2	0	0	0	0	0	0	0	47
4:00	7	6	12	14	17	8	1	0	0	1	0	0	0	0	66
5:00	6	1	7	13	21	8	3	0	0	0	0	0	0	0	59
6:00	5	0	9	10	4	5	2	0	0	0	0	0	0	0	35
7:00	1	1	4	9	4	4	1	0	0	0	0	0	0	0	24
8:00	0	0	1	4	4	4	0	0	0	0	0	0	0	0	13
9:00	0	1	0	2	4	4	1	1	0	0	0	0	0	0	13
10:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
11:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	56	44	115	177	139	91	26	6	0	1	0	0	0	0	655
Stats	Percentile														
	Speed														
	Mean Speed (Average)														
	10 MPH Pace Speed														
	Number in Pace														
	Percent in Pace														
	Number > 45 MPH														
	Percent > 45 MPH														

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City of Aliso Viejo

Morning Ridge

B/ Woodside - Creekside

24 Hour Directional Speed Survey

Direction: Combined

File Name: ASV005

Site Code: 105-26248

3/19/2026	0 - 15	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 - 75	> 75 MPH	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4
1:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
3:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	1	2	2	0	0	0	0	0	0	0	0	0	6
5:00	0	0	4	5	0	1	0	0	0	0	0	0	0	0	10
6:00	3	5	11	7	1	0	0	0	0	0	0	0	0	0	27
7:00	5	18	10	19	3	2	0	0	0	0	0	0	0	0	57
8:00	7	18	25	14	5	0	1	0	0	0	0	0	0	0	70
9:00	4	11	7	15	12	1	0	0	0	0	0	0	0	0	50
10:00	7	12	13	13	8	1	1	0	0	0	0	0	0	0	55
11:00	4	8	12	12	3	0	0	0	0	0	0	0	0	0	39
12:00 PM	7	7	5	17	7	1	0	0	0	0	0	0	0	0	44
1:00	4	13	11	27	14	2	0	0	0	0	0	0	0	0	71
2:00	1	3	15	15	6	1	0	0	0	0	0	0	0	0	41
3:00	5	13	14	17	5	0	0	0	0	0	0	0	0	0	54
4:00	2	12	8	33	5	1	0	0	0	0	0	0	0	0	61
5:00	8	22	20	34	4	0	0	0	0	0	0	0	0	0	88
6:00	4	13	20	16	3	0	0	0	0	0	0	0	0	0	56
7:00	9	12	18	13	6	3	0	0	0	0	0	0	0	0	61
8:00	1	10	14	21	1	1	0	0	0	0	0	0	0	0	48
9:00	0	6	6	7	1	1	1	0	0	0	0	0	0	0	22
10:00	1	5	4	4	1	0	0	0	0	0	0	0	0	0	15
11:00	1	5	2	6	0	0	0	0	0	0	0	0	0	0	14
Total	77	201	221	298	88	15	3	0	0	0	0	0	0	0	903
Grand Total	77	201	221	298	88	15	3	0	0	0	0	0	0	0	903
Stats	Percentile		15th		50th		85th		95th						
	Speed		16		23		28		32						
	Mean Speed (Average)		23.8												
	10 MPH Pace Speed		21-30												
	Number in Pace		519												
	Percent in Pace		57.0%												
	Number > 45 MPH		0												
	Percent > 45 MPH		0.0%												



Appendix C

ADT Traffic Volume Count Sheets

Counts Unlimited, Inc.

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City of Aliso Viejo
Alicia Parkway
B/ City Limits - State Route 73
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV001
Site Code: 105-25819

Start Time	9/10/2025 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		25	292			23	347				
12:15		24	312			22	276				
12:30		11	321			18	340				
12:45		15	324	75	1249	15	277	78	1240	153	2489
01:00		13	336			20	318				
01:15		16	307			23	300				
01:30		9	313			11	330				
01:45		13	316	51	1272	17	335	71	1283	122	2555
02:00		8	325			18	344				
02:15		13	311			14	319				
02:30		6	331			13	344				
02:45		10	315	37	1282	16	358	61	1365	98	2647
03:00		10	335			17	357				
03:15		10	329			11	346				
03:30		14	346			26	350				
03:45		18	396	52	1406	26	386	80	1439	132	2845
04:00		11	346			21	391				
04:15		16	333			26	372				
04:30		35	333			49	366				
04:45		55	363	117	1375	50	407	146	1536	263	2911
05:00		47	361			52	406				
05:15		47	332			76	407				
05:30		86	340			86	393				
05:45		88	305	268	1338	150	407	364	1613	632	2951
06:00		97	296			121	379				
06:15		165	315			145	361				
06:30		174	309			180	340				
06:45		198	242	634	1162	254	302	700	1382	1334	2544
07:00		257	263			247	288				
07:15		255	218			296	278				
07:30		286	281			316	226				
07:45		340	204	1138	966	378	215	1237	1007	2375	1973
08:00		343	211			340	220				
08:15		320	166			326	168				
08:30		336	182			360	196				
08:45		285	161	1284	720	363	163	1389	747	2673	1467
09:00		286	149			277	184				
09:15		273	120			253	146				
09:30		274	106			289	129				
09:45		276	80	1109	455	362	124	1181	583	2290	1038
10:00		269	102			299	107				
10:15		288	80			297	111				
10:30		296	76			285	65				
10:45		257	57	1110	315	319	62	1200	345	2310	660
11:00		295	61			312	47				
11:15		265	42			308	46				
11:30		300	41			337	44				
11:45		269	27	1129	171	356	37	1313	174	2442	345
Total		7004	11711	7004	11711	7820	12714	7820	12714	14824	24425
Combined Total		18715		18715		20534		20534		39249	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	1339	-	-	-	1404	-	-	-	-	-
P.H.F.		0.976				0.929					
PM Peak	-	-	03:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	1421	-	-	-	1613	-	-	-	-
P.H.F.			0.897				0.991				
Percentage		37.4%	62.6%			38.1%	61.9%				
ADT/AADT		ADT 39,249		AADT 39,249							

Counts Unlimited, Inc.

Page 1

City of Aliso Viejo
Alicia Parkway
B/ State Route 73 - Pacific Park Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV002
Site Code: 105-25819

Start Time	9/10/2025 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		27	301			25	345				
12:15		25	301			19	302				
12:30		12	335			14	348				
12:45		14	305	78	1242	15	283	73	1278	151	2520
01:00		16	337			21	314				
01:15		15	310			23	307				
01:30		10	306			8	330				
01:45		11	289	52	1242	15	345	67	1296	119	2538
02:00		13	347			13	356				
02:15		11	327			15	321				
02:30		7	348			9	340				
02:45		8	342	39	1364	14	362	51	1379	90	2743
03:00		9	332			17	365				
03:15		4	318			11	340				
03:30		14	365			26	328				
03:45		14	418	41	1433	29	391	83	1424	124	2857
04:00		7	354			18	405				
04:15		11	350			29	365				
04:30		25	342			47	382				
04:45		42	362	85	1408	52	387	146	1539	231	2947
05:00		41	382			55	382				
05:15		44	346			80	399				
05:30		58	352			90	384				
05:45		72	311	215	1391	148	403	373	1568	588	2959
06:00		99	334			130	365				
06:15		133	325			146	360				
06:30		124	319			186	328				
06:45		151	269	507	1247	266	291	728	1344	1235	2591
07:00		229	247			254	270				
07:15		204	235			335	277				
07:30		249	290			327	231				
07:45		301	207	983	979	408	188	1324	966	2307	1945
08:00		309	217			341	219				
08:15		276	186			341	146				
08:30		330	191			358	192				
08:45		247	176	1162	770	373	146	1413	703	2575	1473
09:00		261	165			303	177				
09:15		248	118			258	138				
09:30		269	108			284	123				
09:45		254	84	1032	475	383	123	1228	561	2260	1036
10:00		266	105			315	94				
10:15		257	83			303	96				
10:30		302	82			272	65				
10:45		245	57	1070	327	341	67	1231	322	2301	649
11:00		312	59			324	44				
11:15		250	51			323	38				
11:30		297	43			346	42				
11:45		246	29	1105	182	360	33	1353	157	2458	339
Total		6369	12060	6369	12060	8070	12537	8070	12537	14439	24597
Combined Total		18429		18429		20607		20607		39036	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	1216	-	-	-	1448	-	-	-	-	-
P.H.F.		0.921				0.887					
PM Peak	-	-	03:30	-	-	-	05:00	-	-	-	-
Vol.	-	-	1487	-	-	-	1568	-	-	-	-
P.H.F.			0.889				0.973				
Percentage		34.6%	65.4%			39.2%	60.8%				
ADT/AADT		ADT 39,036		AADT 39,036							

Counts Unlimited, Inc.

City of Aliso Viejo
Aliso Creek Road
B/ Alicia Parkway - Aliso Viejo Parkway South
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV003
Site Code: 105-25819

Start Time	9/10/2025 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	189			21	178				
12:15		12	163			10	184				
12:30		12	172			7	149				
12:45		5	212	32	736	8	181	46	692	78	1428
01:00		3	220			9	192				
01:15		4	188			3	210				
01:30		5	173			9	202				
01:45		5	166	17	747	1	193	22	797	39	1544
02:00		6	178			2	171				
02:15		6	242			7	216				
02:30		2	206			4	248				
02:45		2	264	16	890	13	288	26	923	42	1813
03:00		7	342			5	237				
03:15		14	345			4	234				
03:30		10	221			7	320				
03:45		12	239	43	1147	6	326	22	1117	65	2264
04:00		12	260			11	268				
04:15		9	232			12	303				
04:30		17	236			18	282				
04:45		19	257	57	985	19	273	60	1126	117	2111
05:00		29	272			10	300				
05:15		25	248			25	314				
05:30		44	222			39	298				
05:45		59	211	157	953	36	248	110	1160	267	2113
06:00		46	196			61	296				
06:15		70	228			66	276				
06:30		79	194			83	214				
06:45		142	177	337	795	106	204	316	990	653	1785
07:00		226	162			109	155				
07:15		162	168			222	186				
07:30		289	166			248	147				
07:45		480	131	1157	627	304	136	883	624	2040	1251
08:00		404	124			286	110				
08:15		402	118			212	93				
08:30		250	112			218	138				
08:45		204	100	1260	454	192	110	908	451	2168	905
09:00		200	88			115	100				
09:15		168	84			132	81				
09:30		154	70			136	71				
09:45		178	62	700	304	156	60	539	312	1239	616
10:00		148	50			140	44				
10:15		148	33			149	37				
10:30		159	39			122	41				
10:45		164	29	619	151	152	41	563	163	1182	314
11:00		179	29			118	33				
11:15		161	24			145	25				
11:30		164	25			150	31				
11:45		160	15	664	93	187	15	600	104	1264	197
Total		5059	7882	5059	7882	4095	8459	4095	8459	9154	16341
Combined Total		12941		12941		12554		12554		25495	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1575	-	-	-	1060	-	-	-	-	-
P.H.F.		0.820				0.872					
PM Peak	-	-	02:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1172	-	-	-	1217	-	-	-	-
P.H.F.			0.849				0.933				
Percentage		39.1%	60.9%			32.6%	67.4%				
ADT/AADT		ADT 25,495		AADT 25,495							

Counts Unlimited, Inc.

City of Aliso Viejo
Aliso Creek Road
B/ Aliso Viejo Parkway South - Pacific Park Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV004
Site Code: 105-25819

Start Time	9/10/2025 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	178			15	157				
12:15		9	142			11	156				
12:30		11	172			7	154				
12:45		7	156	31	648	14	178	47	645	78	1293
01:00		1	172			7	166				
01:15		9	162			8	178				
01:30		8	166			7	188				
01:45		5	145	23	645	3	153	25	685	48	1330
02:00		5	142			6	160				
02:15		2	186			6	206				
02:30		5	149			7	265				
02:45		2	225	14	702	10	254	29	885	43	1587
03:00		5	252			6	204				
03:15		10	334			7	214				
03:30		14	278			7	223				
03:45		10	220	39	1084	4	264	24	905	63	1989
04:00		12	229			12	223				
04:15		7	232			15	267				
04:30		16	202			14	224				
04:45		23	234	58	897	13	232	54	946	112	1843
05:00		25	253			16	214				
05:15		25	180			36	269				
05:30		27	216			42	228				
05:45		45	160	122	809	36	212	130	923	252	1732
06:00		33	167			46	222				
06:15		52	199			63	196				
06:30		56	176			80	164				
06:45		86	157	227	699	126	158	315	740	542	1439
07:00		128	134			118	156				
07:15		146	140			197	161				
07:30		174	124			207	115				
07:45		270	110	718	508	308	98	830	530	1548	1038
08:00		314	110			285	106				
08:15		347	94			190	94				
08:30		254	94			174	115				
08:45		166	85	1081	383	202	84	851	399	1932	782
09:00		144	60			134	82				
09:15		164	70			132	74				
09:30		138	60			126	57				
09:45		163	46	609	236	156	60	548	273	1157	509
10:00		135	48			134	38				
10:15		119	32			108	30				
10:30		135	26			132	41				
10:45		126	26	515	132	140	38	514	147	1029	279
11:00		158	24			117	32				
11:15		154	17			123	23				
11:30		148	20			138	26				
11:45		164	10	624	71	146	14	524	95	1148	166
Total		4061	6814	4061	6814	3891	7173	3891	7173	7952	13987
Combined Total		10875		10875		11064		11064		21939	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	1185	-	-	-	997	-	-	-	-	-
P.H.F.		0.854				0.809					
PM Peak	-	-	02:45	-	-	-	03:45	-	-	-	-
Vol.	-	-	1089	-	-	-	978	-	-	-	-
P.H.F.			0.815				0.916				
Percentage		37.3%	62.7%			35.2%	64.8%				
ADT/AADT		ADT 21,939	AADT 21,939								

Counts Unlimited, Inc.

Page 1

City of Aliso Viejo
Aliso Creek Road
B/ Pacific Park Drive - Glenwood Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV005
Site Code: 105-25819

Start Time	9/9/2025 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	216			8	96				
12:15		6	179			7	106				
12:30		4	168			3	111				
12:45		3	175	23	738	2	110	20	423	43	1161
01:00		3	170			6	126				
01:15		0	164			7	117				
01:30		4	143			7	100				
01:45		5	161	12	638	2	90	22	433	34	1071
02:00		0	147			4	98				
02:15		3	159			5	94				
02:30		5	179			8	120				
02:45		1	178	9	663	8	101	25	413	34	1076
03:00		4	233			8	128				
03:15		1	163			11	176				
03:30		6	175			27	158				
03:45		9	178	20	749	27	179	73	641	93	1390
04:00		7	140			17	158				
04:15		5	202			9	153				
04:30		11	276			10	129				
04:45		12	259	35	877	15	150	51	590	86	1467
05:00		12	254			17	169				
05:15		20	311			30	142				
05:30		22	346			23	154				
05:45		30	259	84	1170	38	169	108	634	192	1804
06:00		28	267			40	148				
06:15		44	303			68	143				
06:30		45	205			95	117				
06:45		64	196	181	971	82	132	285	540	466	1511
07:00		102	181			143	121				
07:15		100	181			129	117				
07:30		115	160			133	102				
07:45		160	123	477	645	181	84	586	424	1063	1069
08:00		159	125			167	104				
08:15		155	151			212	89				
08:30		141	154			210	51				
08:45		145	142	600	572	137	57	726	301	1326	873
09:00		131	90			130	58				
09:15		138	67			114	30				
09:30		221	79			109	51				
09:45		165	71	655	307	85	34	438	173	1093	480
10:00		139	67			73	35				
10:15		128	33			103	28				
10:30		152	44			90	21				
10:45		139	41	558	185	95	23	361	107	919	292
11:00		149	32			96	19				
11:15		138	29			85	10				
11:30		169	23			86	14				
11:45		192	21	648	105	113	7	380	50	1028	155
Total		3302	7620	3302	7620	3075	4729	3075	4729	6377	12349
Combined Total		10922		10922		7804		7804		18726	
AM Peak	-	09:15	-	-	-	07:45	-	-	-	-	-
Vol.	-	663	-	-	-	770	-	-	-	-	-
P.H.F.		0.750				0.908					
PM Peak	-	-	05:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	1183	-	-	-	671	-	-	-	-
P.H.F.			0.855				0.937				
Percentage		30.2%	69.8%			39.4%	60.6%				
ADT/AADT		ADT 18,726		AADT 18,726							

Counts Unlimited, Inc.

City of Aliso Viejo
Aliso Creek Road
B/ Glenwood Drive - El Toro Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV006
Site Code: 105-25819

Start Time	9/9/2025 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		21	139			16	176				
12:15		12	143			29	181				
12:30		2	138			24	167				
12:45		13	140	48	560	11	143	80	667	128	1227
01:00		5	157			6	183				
01:15		8	139			5	180				
01:30		3	137			25	202				
01:45		5	162	21	595	9	171	45	736	66	1331
02:00		2	153			5	203				
02:15		13	150			7	184				
02:30		5	160			9	243				
02:45		5	208	25	671	7	213	28	843	53	1514
03:00		10	243			9	237				
03:15		11	234			6	250				
03:30		27	247			8	334				
03:45		20	238	68	962	7	230	30	1051	98	2013
04:00		20	219			19	284				
04:15		14	244			22	252				
04:30		38	199			20	264				
04:45		61	267	133	929	35	238	96	1038	229	1967
05:00		55	277			40	290				
05:15		52	307			63	245				
05:30		61	278			81	260				
05:45		90	284	258	1146	87	219	271	1014	529	2160
06:00		55	234			83	192				
06:15		73	267			155	216				
06:30		84	228			207	199				
06:45		130	190	342	919	194	153	639	760	981	1679
07:00		120	186			271	180				
07:15		154	159			307	181				
07:30		154	168			365	149				
07:45		189	154	617	667	328	132	1271	642	1888	1309
08:00		223	133			300	128				
08:15		205	114			299	117				
08:30		207	106			318	98				
08:45		198	103	833	456	258	121	1175	464	2008	920
09:00		196	112			191	93				
09:15		177	101			208	76				
09:30		144	98			220	88				
09:45		98	72	615	383	171	66	790	323	1405	706
10:00		141	92			140	65				
10:15		118	57			197	45				
10:30		145	53			173	34				
10:45		108	48	512	250	147	37	657	181	1169	431
11:00		115	45			178	34				
11:15		123	32			141	29				
11:30		115	21			148	31				
11:45		116	26	469	124	170	15	637	109	1106	233
Total		3941	7662	3941	7662	5719	7828	5719	7828	9660	15490
Combined Total		11603		11603		13547		13547		25150	
AM Peak	-	08:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	833	-	-	-	1300	-	-	-	-	-
P.H.F.		0.934				0.890					
PM Peak	-	-	05:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	1146	-	-	-	1100	-	-	-	-
P.H.F.			0.933				0.823				
Percentage		34.0%	66.0%			42.2%	57.8%				
ADT/AADT		ADT 25,150		AADT 25,150							

Counts Unlimited, Inc.

City of Aliso Viejo
Aliso Viejo Parkway
B/ Moulton Parkway - Aliso Creek Road North
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV007
Site Code: 105-25819

Start Time	9/9/2025 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		24	144			16	137				
12:15		18	149			13	168				
12:30		9	140			15	127				
12:45		7	162	58	595	10	152	54	584	112	1179
01:00		6	138			7	139				
01:15		3	148			6	169				
01:30		13	176			8	124				
01:45		11	146	33	608	6	161	27	593	60	1201
02:00		4	174			4	130				
02:15		6	175			5	146				
02:30		11	205			15	163				
02:45		6	183	27	737	7	176	31	615	58	1352
03:00		9	194			6	173				
03:15		6	195			14	229				
03:30		7	299			25	203				
03:45		8	297	30	985	25	228	70	833	100	1818
04:00		8	241			12	178				
04:15		12	233			20	195				
04:30		17	217			30	206				
04:45		26	265	63	956	53	229	115	808	178	1764
05:00		19	308			46	223				
05:15		33	282			65	272				
05:30		51	242			85	305				
05:45		57	205	160	1037	135	306	331	1106	491	2143
06:00		46	253			86	245				
06:15		49	232			98	218				
06:30		87	172			106	192				
06:45		109	163	291	820	113	169	403	824	694	1644
07:00		142	181			145	149				
07:15		190	139			175	158				
07:30		207	132			189	156				
07:45		239	132	778	584	251	130	760	593	1538	1177
08:00		234	130			241	110				
08:15		255	122			268	137				
08:30		257	148			292	109				
08:45		199	141	945	541	209	101	1010	457	1955	998
09:00		155	97			207	101				
09:15		139	82			168	82				
09:30		169	61			136	76				
09:45		150	74	613	314	147	58	658	317	1271	631
10:00		123	72			107	75				
10:15		133	52			101	55				
10:30		102	27			112	45				
10:45		127	51	485	202	110	51	430	226	915	428
11:00		108	37			103	39				
11:15		141	26			119	38				
11:30		159	28			106	23				
11:45		178	25	586	116	135	17	463	117	1049	233
Total		4069	7495	4069	7495	4352	7073	4352	7073	8421	14568
Combined Total		11564		11564		11425		11425		22989	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	985	-	-	-	1052	-	-	-	-	-
P.H.F.		0.958				0.901					
PM Peak	-	-	04:45	-	-	-	05:15	-	-	-	-
Vol.	-	-	1097	-	-	-	1128	-	-	-	-
P.H.F.			0.890				0.922				
Percentage		35.2%	64.8%			38.1%	61.9%				
ADT/AADT		ADT 22,989		AADT 22,989							

Counts Unlimited, Inc.

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City of Aliso Viejo
Aliso Viejo Parkway
B/ Aliso Creek Road North - Enterprise
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV008
Site Code: 105-25819

Start Time	9/9/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	95			9	100				
12:15		7	98			6	118				
12:30		7	89			4	101				
12:45		3	96	21	378	0	77	19	396	40	774
01:00		0	90			1	101				
01:15		2	88			3	104				
01:30		3	99			3	93				
01:45		6	78	11	355	2	125	9	423	20	778
02:00		4	112			4	74				
02:15		2	158			4	73				
02:30		8	119			1	84				
02:45		1	102	15	491	0	93	9	324	24	815
03:00		3	106			0	94				
03:15		3	113			2	114				
03:30		0	129			4	131				
03:45		8	147	14	495	7	125	13	464	27	959
04:00		5	128			6	114				
04:15		2	131			10	97				
04:30		9	126			23	104				
04:45		8	139	24	524	38	117	77	432	101	956
05:00		10	185			35	127				
05:15		23	166			52	153				
05:30		28	131			66	144				
05:45		29	134	90	616	88	146	241	570	331	1186
06:00		28	145			59	108				
06:15		35	117			44	103				
06:30		45	86			62	97				
06:45		76	85	184	433	74	79	239	387	423	820
07:00		75	86			88	79				
07:15		121	71			178	84				
07:30		155	60			161	88				
07:45		165	54	516	271	142	77	569	328	1085	599
08:00		158	38			157	72				
08:15		134	42			136	66				
08:30		135	29			180	77				
08:45		98	29	525	138	138	64	611	279	1136	417
09:00		91	26			132	49				
09:15		75	24			112	47				
09:30		82	27			74	38				
09:45		76	22	324	99	88	31	406	165	730	264
10:00		58	16			67	31				
10:15		76	14			55	27				
10:30		62	10			69	25				
10:45		81	26	277	66	68	20	259	103	536	169
11:00		57	10			65	14				
11:15		80	5			79	17				
11:30		112	11			89	15				
11:45		89	5	338	31	104	6	337	52	675	83
Total		2339	3897	2339	3897	2789	3923	2789	3923	5128	7820
Combined Total		6236		6236		6712		6712		12948	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	612	-	-	-	638	-	-	-	-	-
P.H.F.		0.927				0.896					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	621	-	-	-	570	-	-	-	-
P.H.F.			0.839				0.931				
Percentage		37.5%	62.5%			41.6%	58.4%				
ADT/AADT		ADT 12,948	AADT 12,948								

Counts Unlimited, Inc.

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City of Aliso Viejo
Aliso Viejo Parkway
B/ Enterprise - Aliso Creek Road South
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV009
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	56			5	134				
12:15		1	56			5	152				
12:30		2	64			14	133				
12:45		3	80	9	256	2	138	26	557	35	813
01:00		0	88			0	150				
01:15		2	75			5	172				
01:30		2	76			0	120				
01:45		4	77	8	316	2	139	7	581	15	897
02:00		3	70			0	128				
02:15		1	86			0	187				
02:30		1	60			0	240				
02:45		0	100	5	316	2	306	2	861	7	1177
03:00		0	118			7	246				
03:15		0	141			7	200				
03:30		0	150			9	248				
03:45		2	103	2	512	6	248	29	942	31	1454
04:00		1	105			10	190				
04:15		0	77			16	320				
04:30		4	70			19	220				
04:45		1	61	6	313	20	203	65	933	71	1246
05:00		8	104			20	226				
05:15		6	82			18	224				
05:30		5	84			48	186				
05:45		22	68	41	338	73	204	159	840	200	1178
06:00		15	74			92	166				
06:15		13	82			94	159				
06:30		34	80			86	188				
06:45		53	64	115	300	184	128	456	641	571	941
07:00		64	54			274	110				
07:15		78	49			258	105				
07:30		75	67			288	61				
07:45		115	62	332	232	470	76	1290	352	1622	584
08:00		170	38			582	57				
08:15		184	46			338	64				
08:30		153	40			184	104				
08:45		55	50	562	174	184	78	1288	303	1850	477
09:00		66	42			131	94				
09:15		88	28			103	68				
09:30		52	23			129	36				
09:45		42	20	248	113	130	39	493	237	741	350
10:00		48	14			128	35				
10:15		60	17			114	34				
10:30		56	12			100	33				
10:45		54	20	218	63	123	18	465	120	683	183
11:00		67	5			84	18				
11:15		58	9			126	12				
11:30		46	9			116	12				
11:45		55	6	226	29	138	10	464	52	690	81
Total		1772	2962	1772	2962	4744	6419	4744	6419	6516	9381
Combined Total		4734		4734		11163		11163		15897	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	622	-	-	-	1678	-	-	-	-	-
P.H.F.		0.845				0.721					
PM Peak	-	-	03:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	512	-	-	-	1006	-	-	-	-
P.H.F.			0.853				0.786				
Percentage		37.4%	62.6%			42.5%	57.5%				
ADT/AADT		ADT 15,897	AADT 15,897								

Counts Unlimited, Inc.

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City of Aliso Viejo
Autumn Glen
B/ Aliso Creek Road - Summerfield
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV010
Site Code: 105-25819

Start Time	8/11/25 Mon	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	6			0	19				
12:15		0	12			1	18				
12:30		1	11			0	22				
12:45		7	10	14	39	2	22	3	81	17	120
01:00		2	10			1	18				
01:15		2	20			0	19				
01:30		0	19			0	9				
01:45		0	21	4	70	0	16	1	62	5	132
02:00		4	20			0	17				
02:15		0	28			0	10				
02:30		2	20			0	16				
02:45		2	26	8	94	0	14	0	57	8	151
03:00		0	18			0	14				
03:15		1	29			1	13				
03:30		0	44			0	19				
03:45		2	28	3	119	1	16	2	62	5	181
04:00		4	49			2	18				
04:15		1	36			1	12				
04:30		3	33			2	16				
04:45		0	34	8	152	3	8	8	54	16	206
05:00		2	44			2	16				
05:15		4	54			4	14				
05:30		12	39			5	10				
05:45		8	51	26	188	4	18	15	58	41	246
06:00		6	52			4	14				
06:15		14	40			8	18				
06:30		22	44			12	13				
06:45		25	42	67	178	13	14	37	59	104	237
07:00		32	28			22	12				
07:15		35	48			22	15				
07:30		30	21			22	5				
07:45		36	40	133	137	24	14	90	46	223	183
08:00		32	31			27	6				
08:15		43	21			36	3				
08:30		42	24			24	6				
08:45		23	26	140	102	19	4	106	19	246	121
09:00		22	22			10	4				
09:15		16	20			10	4				
09:30		22	28			12	4				
09:45		20	18	80	88	10	5	42	17	122	105
10:00		12	21			23	2				
10:15		18	8			25	2				
10:30		6	12			19	1				
10:45		19	10	55	51	18	2	85	7	140	58
11:00		6	6			18	2				
11:15		5	4			17	0				
11:30		4	3			18	2				
11:45		12	5	27	18	16	1	69	5	96	23
Total		565	1236	565	1236	458	527	458	527	1023	1763
Combined Total		1801		1801		985		985		2786	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	153	-	-	-	111	-	-	-	-	-
P.H.F.		0.890				0.771					
PM Peak	-	-	05:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	196	-	-	-	81	-	-	-	-
P.H.F.			0.907				0.920				
Percentage		31.4%	68.6%			46.5%	53.5%				
ADT/AADT		ADT 2,786		AADT 2,786							

Counts Unlimited, Inc.

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City of Aliso Viejo
Boundary Oak
B/ Wood Canyon Drive - Pacific Grove Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV011
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	16			1	10				
12:15		0	18			1	16				
12:30		0	9			0	15				
12:45		0	19	2	62	1	18	3	59	5	121
01:00		1	12			1	16				
01:15		2	12			1	16				
01:30		0	19			1	21				
01:45		1	14	4	57	0	32	3	85	7	142
02:00		0	31			0	24				
02:15		0	34			2	19				
02:30		1	20			0	17				
02:45		0	18	1	103	0	10	2	70	3	173
03:00		0	20			1	22				
03:15		1	23			0	19				
03:30		0	20			0	36				
03:45		0	30	1	93	1	38	2	115	3	208
04:00		0	18			0	23				
04:15		0	23			2	34				
04:30		0	18			1	24				
04:45		2	24	2	83	2	28	5	109	7	192
05:00		2	28			0	35				
05:15		5	32			4	35				
05:30		6	26			3	26				
05:45		10	25	23	111	2	27	9	123	32	234
06:00		5	30			0	40				
06:15		8	20			5	23				
06:30		10	32			9	32				
06:45		11	18	34	100	14	24	28	119	62	219
07:00		38	24			15	32				
07:15		32	16			22	22				
07:30		53	11			36	24				
07:45		41	16	164	67	17	9	90	87	254	154
08:00		44	33			16	16				
08:15		39	20			24	17				
08:30		27	14			19	19				
08:45		22	10	132	77	30	13	89	65	221	142
09:00		15	13			12	10				
09:15		14	6			12	14				
09:30		19	5			15	6				
09:45		23	6	71	30	11	5	50	35	121	65
10:00		14	3			16	4				
10:15		20	5			13	4				
10:30		8	1			9	5				
10:45		16	2	58	11	14	0	52	13	110	24
11:00		18	2			10	2				
11:15		9	2			17	2				
11:30		12	0			11	3				
11:45		16	0	55	4	13	5	51	12	106	16
Total		547	798	547	798	384	892	384	892	931	1690
Combined Total		1345		1345		1276		1276		2621	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	177	-	-	-	93	-	-	-	-	-
P.H.F.		0.835				0.646					
PM Peak	-	-	05:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	113	-	-	-	131	-	-	-	-
P.H.F.			0.883				0.862				
Percentage		40.7%	59.3%			30.1%	69.9%				
ADT/AADT		ADT 2,621		AADT 2,621							

Counts Unlimited, Inc.

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City of Aliso Viejo
Canyon Vistas
B/ Pacific Park Drive - Silkwood
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV012
Site Code: 105-25819

Start Time	9/11/25 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	46			3	40				
12:15		3	38			1	50				
12:30		2	36			0	42				
12:45		2	38	11	158	0	42	4	174	15	332
01:00		1	64			0	34				
01:15		0	40			0	26				
01:30		1	33			0	43				
01:45		2	42	4	179	0	33	0	136	4	315
02:00		0	34			2	30				
02:15		1	50			0	31				
02:30		0	34			0	54				
02:45		0	34	1	152	0	53	2	168	3	320
03:00		0	53			0	48				
03:15		2	67			2	56				
03:30		1	84			5	58				
03:45		0	60	3	264	1	42	8	204	11	468
04:00		1	45			3	54				
04:15		3	74			3	49				
04:30		1	78			4	58				
04:45		2	79	7	276	5	50	15	211	22	487
05:00		2	91			6	48				
05:15		2	74			15	49				
05:30		2	80			19	59				
05:45		5	77	11	322	21	52	61	208	72	530
06:00		6	66			30	54				
06:15		11	78			31	41				
06:30		12	43			36	41				
06:45		16	72	45	259	34	38	131	174	176	433
07:00		18	66			62	43				
07:15		25	60			110	46				
07:30		34	58			90	28				
07:45		56	42	133	226	100	28	362	145	495	371
08:00		39	45			84	34				
08:15		44	50			74	18				
08:30		42	34			59	20				
08:45		30	26	155	155	55	22	272	94	427	249
09:00		25	17			46	27				
09:15		29	32			42	14				
09:30		19	28			50	7				
09:45		22	29	95	106	44	12	182	60	277	166
10:00		26	16			41	13				
10:15		25	14			34	14				
10:30		34	16			36	8				
10:45		28	2	113	48	63	2	174	37	287	85
11:00		24	4			30	10				
11:15		37	10			39	6				
11:30		35	6			36	2				
11:45		35	2	131	22	43	4	148	22	279	44
Total		709	2167	709	2167	1359	1633	1359	1633	2068	3800
Combined Total		2876		2876		2992		2992		5868	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	181	-	-	-	384	-	-	-	-	-
P.H.F.		0.808				0.873					
PM Peak	-	-	04:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	324	-	-	-	215	-	-	-	-
P.H.F.			0.890				0.927				
Percentage		24.7%	75.3%			45.4%	54.6%				
ADT/AADT		ADT 5,868		AADT 5,868							

Counts Unlimited, Inc.

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City of Aliso Viejo
Canyon Wren Lane
B/ Westwing - El Toro Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV013
Site Code: 105-25819

Start Time	9/9/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	14			0	13				
12:15		0	16			0	17				
12:30		0	15			1	15				
12:45		1	27	2	72	1	10	2	55	4	127
01:00		0	23			0	19				
01:15		0	20			1	13				
01:30		0	16			0	18				
01:45		0	21	0	80	0	20	1	70	1	150
02:00		0	22			0	24				
02:15		0	15			0	12				
02:30		0	19			0	14				
02:45		0	18	0	74	0	23	0	73	0	147
03:00		0	14			0	29				
03:15		0	25			0	27				
03:30		0	24			0	19				
03:45		1	27	1	90	1	20	1	95	2	185
04:00		0	23			0	21				
04:15		1	18			0	32				
04:30		2	30			0	22				
04:45		1	14	4	85	0	21	0	96	4	181
05:00		3	18			0	20				
05:15		6	31			1	36				
05:30		3	20			2	26				
05:45		2	20	14	89	2	14	5	96	19	185
06:00		6	13			0	17				
06:15		7	18			5	17				
06:30		5	22			4	24				
06:45		10	18	28	71	8	10	17	68	45	139
07:00		14	13			11	28				
07:15		18	28			12	21				
07:30		17	14			20	12				
07:45		28	21	77	76	14	12	57	73	134	149
08:00		22	9			17	7				
08:15		30	10			11	10				
08:30		25	8			14	10				
08:45		30	8	107	35	11	14	53	41	160	76
09:00		24	7			13	10				
09:15		24	3			23	12				
09:30		22	5			9	4				
09:45		18	5	88	20	11	4	56	30	144	50
10:00		19	2			18	4				
10:15		16	3			14	5				
10:30		19	2			16	1				
10:45		11	5	65	12	13	4	61	14	126	26
11:00		18	1			13	1				
11:15		14	0			16	0				
11:30		14	1			9	1				
11:45		14	0	60	2	12	1	50	3	110	5
Total		446	706	446	706	303	714	303	714	749	1420
Combined Total		1152		1152		1017		1017		2169	
AM Peak	-	08:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	109	-	-	-	63	-	-	-	-	-
P.H.F.		0.908				0.788					
PM Peak	-	-	03:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	99	-	-	-	103	-	-	-	-
P.H.F.			0.917				0.715				
Percentage		38.7%	61.3%			29.8%	70.2%				
ADT/AADT		ADT 2,169	AADT 2,169								

Counts Unlimited, Inc.

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City of Aliso Viejo
Cedarbrook
B/ Glenwood Drive - Da Vinci
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV014
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			0	9				
12:15		0	6			0	5				
12:30		0	4			0	9				
12:45		0	5	0	22	0	0	0	23	0	45
01:00		0	4			0	2				
01:15		1	8			1	7				
01:30		0	1			1	4				
01:45		0	8	1	21	0	6	2	19	3	40
02:00		0	2			0	2				
02:15		0	10			0	8				
02:30		0	1			0	6				
02:45		0	9	0	22	0	4	0	20	0	42
03:00		0	9			0	8				
03:15		0	7			0	6				
03:30		0	6			0	4				
03:45		0	7	0	29	2	2	2	20	2	49
04:00		0	8			0	3				
04:15		0	8			1	4				
04:30		0	5			0	6				
04:45		0	14	0	35	2	7	3	20	3	55
05:00		0	8			1	5				
05:15		1	8			2	10				
05:30		0	6			3	10				
05:45		0	7	1	29	1	9	7	34	8	63
06:00		1	6			6	3				
06:15		1	7			5	8				
06:30		0	12			2	4				
06:45		2	6	4	31	4	11	17	26	21	57
07:00		2	7			6	3				
07:15		2	8			12	5				
07:30		4	2			13	4				
07:45		5	6	13	23	7	8	38	20	51	43
08:00		5	5			12	3				
08:15		1	4			11	5				
08:30		3	6			10	2				
08:45		3	6	12	21	7	3	40	13	52	34
09:00		8	2			5	3				
09:15		4	4			9	1				
09:30		2	1			6	3				
09:45		3	1	17	8	3	4	23	11	40	19
10:00		3	3			6	1				
10:15		2	5			10	1				
10:30		4	0			3	0				
10:45		5	1	14	9	4	1	23	3	37	12
11:00		1	0			6	1				
11:15		3	2			4	1				
11:30		4	3			2	3				
11:45		6	3	14	8	4	0	16	5	30	13
Total		76	258	76	258	171	214	171	214	247	472
Combined Total		334		334		385		385		719	
AM Peak	-	08:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	18	-	-	-	44	-	-	-	-	-
P.H.F.		0.563				0.846					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	36	-	-	-	34	-	-	-	-
P.H.F.			0.643				0.850				
Percentage		22.8%	77.2%			44.4%	55.6%				
ADT/AADT		ADT 719		AADT 719							

Counts Unlimited, Inc.

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City of Aliso Viejo
Cedarbrook
B/ Glenwood Drive - Aliso Viejo Parkway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV015
Site Code: 105-25819

Start Time	9/9/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	15			1	15				
12:15		1	16			2	8				
12:30		1	12			1	14				
12:45		0	22	3	65	0	10	4	47	7	112
01:00		1	20			2	14				
01:15		0	20			0	14				
01:30		0	14			0	14				
01:45		0	26	1	80	0	22	2	64	3	144
02:00		0	20			0	16				
02:15		0	27			1	29				
02:30		0	20			0	32				
02:45		0	18	0	85	0	15	1	92	1	177
03:00		0	20			0	16				
03:15		0	39			1	28				
03:30		1	50			0	28				
03:45		0	46	1	155	2	26	3	98	4	253
04:00		1	37			1	13				
04:15		1	34			0	22				
04:30		0	22			2	18				
04:45		1	32	3	125	1	34	4	87	7	212
05:00		0	34			3	24				
05:15		0	24			6	23				
05:30		4	26			4	24				
05:45		1	20	5	104	4	27	17	98	22	202
06:00		6	26			4	21				
06:15		3	30			8	22				
06:30		4	30			8	11				
06:45		7	25	20	111	10	19	30	73	50	184
07:00		9	34			22	11				
07:15		12	24			30	9				
07:30		18	18			22	8				
07:45		16	22	55	98	26	12	100	40	155	138
08:00		26	22			26	9				
08:15		28	16			38	4				
08:30		23	18			17	8				
08:45		10	16	87	72	22	6	103	27	190	99
09:00		10	6			17	3				
09:15		12	6			14	1				
09:30		8	5			11	3				
09:45		20	6	50	23	14	1	56	8	106	31
10:00		4	4			8	7				
10:15		12	3			14	1				
10:30		20	1			15	2				
10:45		8	7	44	15	12	2	49	12	93	27
11:00		17	4			12	4				
11:15		15	3			16	3				
11:30		15	1			4	1				
11:45		30	2	77	10	12	4	44	12	121	22
Total		346	943	346	943	413	658	413	658	759	1601
Combined Total		1289		1289		1071		1071		2360	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	93	-	-	-	112	-	-	-	-	-
P.H.F.		0.830				0.737					
PM Peak	-	-	03:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	172	-	-	-	105	-	-	-	-
P.H.F.			0.860				0.772				
Percentage		26.8%	73.2%			38.6%	61.4%				
ADT/AADT		ADT 2,360		AADT 2,360							

Counts Unlimited, Inc.

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City of Aliso Viejo
Cedarbrook
B/ Aliso Viejo Parkway - Park
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV016
Site Code: 105-25819

Start Time	9/9/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	8			4	22				
12:15		2	10			1	18				
12:30		0	12			1	16				
12:45		0	26	3	56	1	12	7	68	10	124
01:00		1	20			1	16				
01:15		0	22			0	20				
01:30		0	20			0	14				
01:45		0	22	1	84	0	12	1	62	2	146
02:00		0	17			1	15				
02:15		0	18			1	36				
02:30		0	30			1	32				
02:45		1	19	1	84	0	26	3	109	4	193
03:00		2	15			0	45				
03:15		1	19			0	53				
03:30		2	124			0	68				
03:45		1	126	6	284	1	46	1	212	7	496
04:00		1	44			2	26				
04:15		1	24			1	26				
04:30		2	36			0	32				
04:45		6	38	10	142	1	54	4	138	14	280
05:00		8	40			1	52				
05:15		4	34			1	44				
05:30		6	34			2	58				
05:45		13	26	31	134	3	44	7	198	38	332
06:00		6	28			1	38				
06:15		6	23			3	42				
06:30		11	44			10	51				
06:45		23	25	46	120	4	38	18	169	64	289
07:00		28	35			11	39				
07:15		34	38			12	28				
07:30		54	18			22	32				
07:45		48	9	164	100	38	25	83	124	247	224
08:00		54	16			38	36				
08:15		72	22			69	18				
08:30		121	14			87	21				
08:45		66	6	313	58	24	17	218	92	531	150
09:00		23	10			14	12				
09:15		17	15			20	17				
09:30		20	4			12	9				
09:45		26	4	86	33	12	11	58	49	144	82
10:00		15	9			15	15				
10:15		16	5			8	16				
10:30		15	4			15	4				
10:45		24	3	70	21	15	9	53	44	123	65
11:00		22	2			23	10				
11:15		26	1			15	6				
11:30		15	2			11	5				
11:45		18	1	81	6	10	5	59	26	140	32
Total		812	1122	812	1122	512	1291	512	1291	1324	2413
Combined Total		1934		1934		1803		1803		3737	
AM Peak	-	08:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	313	-	-	-	232	-	-	-	-	-
P.H.F.		0.647				0.667					
PM Peak	-	-	03:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	318	-	-	-	212	-	-	-	-
P.H.F.			0.631				0.779				
Percentage		42.0%	58.0%			28.4%	71.6%				
ADT/AADT		ADT 3,737		AADT 3,737							

Counts Unlimited, Inc.

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City of Aliso Viejo
Chase
B/ Pacific Park Drive - Thistledown
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV017
Site Code: 105-25819

Start Time	9/24/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	36			4	32				
12:15		0	20			4	36				
12:30		0	34			4	34				
12:45		2	28	2	118	4	36	16	138	18	256
01:00		0	24			2	33				
01:15		2	32			6	42				
01:30		0	38			2	58				
01:45		2	37	4	131	0	64	10	197	14	328
02:00		0	84			0	67				
02:15		1	126			0	26				
02:30		0	34			2	42				
02:45		4	53	5	297	0	58	2	193	7	490
03:00		0	60			0	70				
03:15		3	68			2	91				
03:30		6	252			2	71				
03:45		3	58	12	438	0	54	4	286	16	724
04:00		0	48			0	50				
04:15		4	42			2	74				
04:30		9	46			0	54				
04:45		11	36	24	172	0	72	2	250	26	422
05:00		10	58			2	75				
05:15		8	46			1	72				
05:30		23	42			0	74				
05:45		22	38	63	184	0	53	3	274	66	458
06:00		7	30			8	63				
06:15		16	26			4	67				
06:30		38	24			7	69				
06:45		42	26	103	106	11	60	30	259	133	365
07:00		74	28			45	36				
07:15		95	14			152	38				
07:30		242	22			198	41				
07:45		144	16	555	80	36	37	431	152	986	232
08:00		100	15			40	44				
08:15		144	8			60	44				
08:30		211	11			48	47				
08:45		65	15	520	49	32	42	180	177	700	226
09:00		36	12			34	35				
09:15		45	14			24	26				
09:30		47	12			12	26				
09:45		34	6	162	44	20	30	90	117	252	161
10:00		36	2			22	18				
10:15		26	1			32	12				
10:30		29	4			26	9				
10:45		22	4	113	11	20	4	100	43	213	54
11:00		24	4			24	10				
11:15		32	6			32	10				
11:30		38	0			31	4				
11:45		33	4	127	14	32	4	119	28	246	42
Total		1690	1644	1690	1644	987	2114	987	2114	2677	3758
Combined Total		3334		3334		3101		3101		6435	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	630	-	-	-	431	-	-	-	-	-
P.H.F.		0.651				0.544					
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	438	-	-	-	293	-	-	-	-
P.H.F.			0.435				0.805				
Percentage		50.7%	49.3%			31.8%	68.2%				
ADT/AADT		ADT 6,435		AADT 6,435							

Counts Unlimited, Inc.

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City of Aliso Viejo
City Lights Drive
B/ Pacific Park Drive - Grand
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV018
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	28			6	28				
12:15		3	29			4	20				
12:30		1	32			1	22				
12:45		2	30	7	119	1	28	12	98	19	217
01:00		1	31			3	24				
01:15		0	20			1	28				
01:30		3	13			2	23				
01:45		0	24	4	88	2	29	8	104	12	192
02:00		1	17			0	23				
02:15		0	19			2	14				
02:30		0	30			0	22				
02:45		0	17	1	83	1	16	3	75	4	158
03:00		0	24			0	13				
03:15		1	21			1	24				
03:30		1	32			0	24				
03:45		1	36	3	113	2	24	3	85	6	198
04:00		0	26			1	22				
04:15		1	26			1	32				
04:30		0	28			2	30				
04:45		2	18	3	98	1	25	5	109	8	207
05:00		0	22			2	30				
05:15		3	28			0	36				
05:30		4	28			1	37				
05:45		3	29	10	107	3	26	6	129	16	236
06:00		7	49			3	35				
06:15		6	22			3	30				
06:30		7	28			10	25				
06:45		11	25	31	124	7	28	23	118	54	242
07:00		8	20			3	20				
07:15		9	30			5	34				
07:30		22	24			16	32				
07:45		16	22	55	96	17	27	41	113	96	209
08:00		22	18			14	30				
08:15		27	16			12	18				
08:30		24	11			22	24				
08:45		27	11	100	56	21	18	69	90	169	146
09:00		26	8			13	16				
09:15		17	17			11	14				
09:30		28	9			8	9				
09:45		21	3	92	37	12	7	44	46	136	83
10:00		21	3			13	7				
10:15		6	5			18	7				
10:30		15	6			9	11				
10:45		12	3	54	17	12	5	52	30	106	47
11:00		16	1			6	5				
11:15		15	5			16	5				
11:30		14	2			10	5				
11:45		24	2	69	10	12	2	44	17	113	27
Total		429	948	429	948	310	1014	310	1014	739	1962
Combined Total		1377		1377		1324		1324		2701	
AM Peak	-	08:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	104	-	-	-	69	-	-	-	-	-
P.H.F.		0.963				0.784					
PM Peak	-	-	05:15	-	-	-	05:15	-	-	-	-
Vol.	-	-	134	-	-	-	134	-	-	-	-
P.H.F.			0.684				0.905				
Percentage		31.2%	68.8%			23.4%	76.6%				
ADT/AADT		ADT 2,701		AADT 2,701							

Counts Unlimited, Inc.

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City of Aliso Viejo
Columbia
B/ Aliso Creek Road - Aliso Viejo Parkway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV019
Site Code: 105-25819

Start Time	9/9/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	19			3	34				
12:15		2	26			1	37				
12:30		3	24			2	25				
12:45		1	25	8	94	1	38	7	134	15	228
01:00		1	17			1	30				
01:15		0	33			1	24				
01:30		0	35			3	19				
01:45		1	58	2	143	0	17	5	90	7	233
02:00		1	24			4	26				
02:15		2	34			2	18				
02:30		3	26			0	18				
02:45		1	32	7	116	0	22	6	84	13	200
03:00		1	23			1	23				
03:15		1	31			1	26				
03:30		3	25			1	33				
03:45		2	37	7	116	3	34	6	116	13	232
04:00		6	33			3	21				
04:15		2	40			4	20				
04:30		1	40			9	28				
04:45		3	41	12	154	17	21	33	90	45	244
05:00		2	27			34	24				
05:15		2	55			24	31				
05:30		10	47			24	27				
05:45		16	51	30	180	29	30	111	112	141	292
06:00		6	50			35	44				
06:15		8	40			13	28				
06:30		6	34			16	25				
06:45		7	26	27	150	13	18	77	115	104	265
07:00		13	20			38	18				
07:15		7	14			30	21				
07:30		16	21			41	24				
07:45		25	16	61	71	41	17	150	80	211	151
08:00		34	7			48	17				
08:15		36	21			52	8				
08:30		30	13			50	21				
08:45		24	20	124	61	44	22	194	68	318	129
09:00		19	23			47	30				
09:15		20	13			51	17				
09:30		18	20			36	11				
09:45		20	26	77	82	30	10	164	68	241	150
10:00		19	11			24	8				
10:15		14	12			24	10				
10:30		12	7			24	5				
10:45		17	2	62	32	17	4	89	27	151	59
11:00		28	7			16	3				
11:15		17	5			32	1				
11:30		12	3			15	2				
11:45		20	4	77	19	25	0	88	6	165	25
Total		494	1218	494	1218	930	990	930	990	1424	2208
Combined Total		1712		1712		1920		1920		3632	
AM Peak	-	07:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	125	-	-	-	194	-	-	-	-	-
P.H.F.		0.868				0.933					
PM Peak	-	-	05:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	203	-	-	-	134	-	-	-	-
P.H.F.			0.923				0.882				
Percentage		28.9%	71.1%			48.4%	51.6%				
ADT/AADT		ADT 3,632	AADT 3,632								

Counts Unlimited, Inc.

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City of Aliso Viejo
Da Vinci
B/ Glenwood Drive - Cedarbrook
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV020
Site Code: 105-25819

Start Time	9/10/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			1	6				
12:15		0	6			0	3				
12:30		0	5			0	3				
12:45		0	5	0	17	0	0	1	12	1	29
01:00		0	5			0	7				
01:15		0	5			2	2				
01:30		0	4			1	3				
01:45		0	2	0	16	0	6	3	18	3	34
02:00		0	3			0	1				
02:15		0	8			0	5				
02:30		0	2			0	3				
02:45		0	3	0	16	0	8	0	17	0	33
03:00		0	4			0	4				
03:15		0	2			0	5				
03:30		0	6			0	4				
03:45		0	3	0	15	0	2	0	15	0	30
04:00		0	3			0	7				
04:15		0	7			0	7				
04:30		1	4			0	7				
04:45		0	5	1	19	0	8	0	29	1	48
05:00		0	5			0	3				
05:15		0	3			0	6				
05:30		0	3			1	3				
05:45		3	2	3	13	0	8	1	20	4	33
06:00		3	2			1	6				
06:15		3	2			1	9				
06:30		4	8			0	9				
06:45		3	6	13	18	2	8	4	32	17	50
07:00		2	2			0	7				
07:15		2	4			4	9				
07:30		7	2			2	4				
07:45		3	0	14	8	2	5	8	25	22	33
08:00		3	3			2	4				
08:15		4	4			3	8				
08:30		5	1			4	5				
08:45		8	2	20	10	3	6	12	23	32	33
09:00		3	1			2	1				
09:15		3	2			2	6				
09:30		5	4			5	3				
09:45		6	0	17	7	3	5	12	15	29	22
10:00		6	0			5	2				
10:15		2	1			2	1				
10:30		4	1			4	4				
10:45		4	0	16	2	3	0	14	7	30	9
11:00		3	1			4	0				
11:15		6	0			3	3				
11:30		2	2			6	3				
11:45		9	1	20	4	4	0	17	6	37	10
Total		104	145	104	145	72	219	72	219	176	364
Combined Total		249		249		291		291		540	
AM Peak	-	08:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	20	-	-	-	17	-	-	-	-	-
P.H.F.		0.625				0.708					
PM Peak	-	-	00:15	-	-	-	06:15	-	-	-	-
Vol.	-	-	21	-	-	-	33	-	-	-	-
P.H.F.			0.875				0.917				
Percentage		41.8%	58.2%			24.7%	75.3%				
ADT/AADT		ADT 540	AADT 540								

Counts Unlimited, Inc.

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City of Aliso Viejo
Deerhurst
B/ Pacific Park Drive - Wolverine Way
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV021
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	19			1	9				
12:15		0	22			0	11				
12:30		0	26			1	15				
12:45		0	58	2	125	0	24	2	59	4	184
01:00		0	54			0	26				
01:15		0	26			0	28				
01:30		0	49			0	21				
01:45		2	21	2	150	2	13	2	88	4	238
02:00		0	14			3	7				
02:15		2	24			0	11				
02:30		2	35			1	20				
02:45		0	31	4	104	0	16	4	54	8	158
03:00		0	50			0	26				
03:15		0	110			0	51				
03:30		0	74			0	37				
03:45		0	50	0	284	0	24	0	138	0	422
04:00		1	25			0	11				
04:15		1	24			0	16				
04:30		2	32			1	16				
04:45		3	34	7	115	0	12	1	55	8	170
05:00		1	40			1	22				
05:15		3	36			1	16				
05:30		6	38			4	19				
05:45		7	22	17	136	2	10	8	67	25	203
06:00		30	31			11	25				
06:15		10	27			3	17				
06:30		11	30			2	19				
06:45		16	20	67	108	11	12	27	73	94	181
07:00		40	16			9	12				
07:15		43	16			17	9				
07:30		45	16			6	12				
07:45		112	20	240	68	19	11	51	44	291	112
08:00		136	20			15	11				
08:15		105	8			16	6				
08:30		48	10			11	12				
08:45		26	13	315	51	10	6	52	35	367	86
09:00		22	14			16	8				
09:15		26	10			16	7				
09:30		26	5			14	8				
09:45		16	7	90	36	8	3	54	26	144	62
10:00		22	3			13	4				
10:15		20	4			15	4				
10:30		9	4			6	3				
10:45		24	4	75	15	21	2	55	13	130	28
11:00		10	3			8	0				
11:15		10	0			11	0				
11:30		10	2			3	1				
11:45		20	3	50	8	10	1	32	2	82	10
Total		869	1200	869	1200	288	654	288	654	1157	1854
Combined Total		2069		2069		942		942		3011	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	401	-	-	-	61	-	-	-	-	-
P.H.F.		0.737				0.803					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	284	-	-	-	138	-	-	-	-
P.H.F.			0.645				0.676				
Percentage		42.0%	58.0%			30.6%	69.4%				
ADT/AADT		ADT 3,011		AADT 3,011							

Counts Unlimited, Inc.

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City of Aliso Viejo
Eastwind
B/ Briarglen - Amber
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV022
Site Code: 105-25819

Start Time	9/10/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			1	6				
12:15		0	2			0	3				
12:30		0	1			0	3				
12:45		0	1	0	11	0	1	1	13	1	24
01:00		0	4			0	4				
01:15		0	2			0	7				
01:30		0	5			0	3				
01:45		0	1	0	12	1	8	1	22	1	34
02:00		0	6			0	4				
02:15		0	8			0	8				
02:30		0	4			0	9				
02:45		0	8	0	26	0	5	0	26	0	52
03:00		0	1			0	5				
03:15		0	2			0	2				
03:30		0	6			0	6				
03:45		0	5	0	14	0	8	0	21	0	35
04:00		0	5			1	6				
04:15		1	7			0	8				
04:30		0	6			1	4				
04:45		0	3	1	21	0	4	2	22	3	43
05:00		0	3			1	3				
05:15		0	3			0	8				
05:30		1	4			0	9				
05:45		1	6	2	16	0	7	1	27	3	43
06:00		0	6			2	3				
06:15		1	8			0	7				
06:30		0	5			1	4				
06:45		2	4	3	23	3	6	6	20	9	43
07:00		2	6			1	6				
07:15		3	3			3	4				
07:30		2	4			12	4				
07:45		6	3	13	16	9	2	25	16	38	32
08:00		8	1			6	3				
08:15		3	2			3	1				
08:30		5	1			3	1				
08:45		3	0	19	4	7	3	19	8	38	12
09:00		1	2			1	1				
09:15		5	1			8	1				
09:30		3	2			4	3				
09:45		2	1	11	6	6	1	19	6	30	12
10:00		1	3			2	0				
10:15		3	0			5	4				
10:30		2	0			3	2				
10:45		2	0	8	3	7	1	17	7	25	10
11:00		7	2			2	0				
11:15		3	0			6	1				
11:30		3	0			2	0				
11:45		2	0	15	2	2	0	12	1	27	3
Total		72	154	72	154	103	189	103	189	175	343
Combined Total		226		226		292		292		518	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	22	-	-	-	30	-	-	-	-	-
P.H.F.		0.688				0.625					
PM Peak	-	-	02:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	26	-	-	-	29	-	-	-	-
P.H.F.			0.813				0.806				
Percentage		31.9%	68.1%			35.3%	64.7%				
ADT/AADT		ADT 518		AADT 518							

Counts Unlimited, Inc.

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City of Aliso Viejo
Eastwing
B/ Westwing - Aliso Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV023
Site Code: 105-25819

Start Time	9/9/25 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	20			1	13				
12:15		0	14			1	7				
12:30		0	14			0	8				
12:45		1	12	3	60	0	11	2	39	5	99
01:00		1	8			1	21				
01:15		1	11			1	13				
01:30		0	14			1	11				
01:45		1	13	3	46	0	7	3	52	6	98
02:00		1	10			0	14				
02:15		1	19			0	18				
02:30		0	9			0	16				
02:45		0	19	2	57	0	15	0	63	2	120
03:00		0	11			0	19				
03:15		1	26			1	12				
03:30		0	10			0	13				
03:45		1	14	2	61	0	21	1	65	3	126
04:00		0	11			0	20				
04:15		1	11			0	26				
04:30		1	16			0	22				
04:45		3	22	5	60	0	26	0	94	5	154
05:00		2	20			1	21				
05:15		3	24			0	18				
05:30		1	14			1	23				
05:45		4	12	10	70	0	21	2	83	12	153
06:00		5	14			1	10				
06:15		8	17			1	25				
06:30		5	12			4	8				
06:45		10	12	28	55	2	24	8	67	36	122
07:00		13	12			4	17				
07:15		23	9			7	16				
07:30		26	4			4	15				
07:45		24	10	86	35	19	7	34	55	120	90
08:00		18	5			6	10				
08:15		15	5			8	11				
08:30		19	5			11	11				
08:45		15	4	67	19	15	13	40	45	107	64
09:00		12	4			7	6				
09:15		18	3			16	8				
09:30		8	1			4	5				
09:45		11	3	49	11	7	8	34	27	83	38
10:00		7	4			16	6				
10:15		11	3			6	5				
10:30		9	2			16	5				
10:45		12	1	39	10	12	3	50	19	89	29
11:00		7	0			9	1				
11:15		11	0			5	0				
11:30		12	0			10	4				
11:45		11	1	41	1	18	1	42	6	83	7
Total		335	485	335	485	216	615	216	615	551	1100
Combined Total		820		820		831		831		1651	
AM Peak	-	07:15	-	-	-	10:00	-	-	-	-	-
Vol.	-	91	-	-	-	50	-	-	-	-	-
P.H.F.		0.875				0.781					
PM Peak	-	-	04:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	82	-	-	-	95	-	-	-	-
P.H.F.			0.854				0.913				
Percentage		40.9%	59.1%			26.0%	74.0%				
ADT/AADT		ADT 1,651		AADT 1,651							

Counts Unlimited, Inc.

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City of Aliso Viejo
Enterprise
B/ Pacific Park Drive - Aliso Viejo Parkway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV024
Site Code: 105-25819

Start Time	9/9/25 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	31			5	69				
12:15		2	36			26	56				
12:30		0	32			12	57				
12:45		2	40	7	139	4	47	47	229	54	368
01:00		2	42			2	69				
01:15		0	31			8	62				
01:30		1	26			13	76				
01:45		3	42	6	141	3	60	26	267	32	408
02:00		0	41			1	61				
02:15		0	51			1	63				
02:30		0	46			1	79				
02:45		0	41	0	179	0	66	3	269	3	448
03:00		0	40			0	110				
03:15		1	49			0	121				
03:30		0	72			1	163				
03:45		0	52	1	213	2	96	3	490	4	703
04:00		0	43			4	112				
04:15		4	52			2	93				
04:30		8	51			2	104				
04:45		19	57	31	203	3	97	11	406	42	609
05:00		14	50			4	121				
05:15		24	65			10	121				
05:30		28	58			20	113				
05:45		45	55	111	228	25	105	59	460	170	688
06:00		19	48			25	90				
06:15		23	63			33	89				
06:30		34	44			36	72				
06:45		45	48	121	203	33	63	127	314	248	517
07:00		39	25			40	58				
07:15		59	27			50	63				
07:30		83	30			64	64				
07:45		114	26	295	108	58	45	212	230	507	338
08:00		92	25			59	46				
08:15		79	18			56	49				
08:30		94	20			57	42				
08:45		84	21	349	84	54	45	226	182	575	266
09:00		68	17			36	30				
09:15		60	22			42	27				
09:30		49	19			42	24				
09:45		35	9	212	67	36	19	156	100	368	167
10:00		43	6			38	19				
10:15		34	8			44	16				
10:30		39	1			38	14				
10:45		36	4	152	19	46	9	166	58	318	77
11:00		38	5			55	6				
11:15		29	4			37	10				
11:30		35	6			55	7				
11:45		34	2	136	17	55	13	202	36	338	53
Total		1421	1601	1421	1601	1238	3041	1238	3041	2659	4642
Combined Total		3022		3022		4279		4279		7301	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	379	-	-	-	237	-	-	-	-	-
P.H.F.		0.831				0.926					
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	230	-	-	-	492	-	-	-	-
P.H.F.			0.885				0.755				
Percentage		47.0%	53.0%			28.9%	71.1%				
ADT/AADT		ADT 7,301	AADT 7,301								

Counts Unlimited, Inc.

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City of Aliso Viejo
Enterprise
B/ Aliso Viejo Parkway - Aliso Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV025
Site Code: 105-25819

Start Time	9/9/25 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	96			3	66				
12:15		2	89			3	97				
12:30		1	86			3	88				
12:45		3	83	9	354	1	88	10	339	19	693
01:00		1	67			0	104				
01:15		0	54			3	58				
01:30		1	47			0	60				
01:45		1	36	3	204	0	59	3	281	6	485
02:00		1	53			1	48				
02:15		0	58			2	53				
02:30		1	62			0	63				
02:45		0	62	2	235	1	47	4	211	6	446
03:00		0	57			0	54				
03:15		0	44			1	65				
03:30		0	85			0	60				
03:45		0	74	0	260	2	73	3	252	3	512
04:00		0	90			2	55				
04:15		0	77			0	53				
04:30		3	71			1	65				
04:45		3	73	6	311	2	68	5	241	11	552
05:00		5	83			5	69				
05:15		0	69			5	77				
05:30		4	56			10	57				
05:45		4	81	13	289	34	80	54	283	67	572
06:00		2	96			11	70				
06:15		9	73			11	65				
06:30		7	65			9	40				
06:45		17	51	35	285	26	61	57	236	92	521
07:00		15	43			32	51				
07:15		19	37			37	58				
07:30		29	32			33	53				
07:45		36	28	99	140	39	47	141	209	240	349
08:00		38	29			33	41				
08:15		33	26			47	45				
08:30		40	37			52	39				
08:45		34	19	145	111	51	42	183	167	328	278
09:00		30	20			53	29				
09:15		31	13			46	18				
09:30		31	9			42	11				
09:45		28	5	120	47	55	13	196	71	316	118
10:00		53	7			43	21				
10:15		32	8			39	12				
10:30		44	1			34	9				
10:45		36	8	165	24	51	11	167	53	332	77
11:00		57	1			39	4				
11:15		57	4			36	9				
11:30		102	1			49	7				
11:45		79	2	295	8	70	8	194	28	489	36
Total		892	2268	892	2268	1017	2371	1017	2371	1909	4639
Combined Total		3160		3160		3388		3388		6548	
AM Peak	-	11:00	-	-	-	08:15	-	-	-	-	-
Vol.	-	295	-	-	-	203	-	-	-	-	-
P.H.F.		0.723				0.958					
PM Peak	-	-	12:00	-	-	-	00:15	-	-	-	-
Vol.	-	-	354	-	-	-	377	-	-	-	-
P.H.F.			0.922				0.906				
Percentage		28.2%	71.8%			30.0%	70.0%				
ADT/AADT		ADT 6,548		AADT 6,548							

Counts Unlimited, Inc.

City of Aliso Viejo
Glenwood Drive
B/ Moulton Parkway - Aliso Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV026
Site Code: 105-25819

Start Time	9/9/2025 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	68			3	81				
12:15		10	69			3	72				
12:30		9	61			9	60				
12:45		2	58	27	256	2	85	17	298	44	554
01:00		1	61			6	79				
01:15		6	61			4	87				
01:30		5	77			8	85				
01:45		6	61	18	260	4	95	22	346	40	606
02:00		5	88			2	87				
02:15		1	77			2	82				
02:30		4	79			5	86				
02:45		1	80	11	324	1	94	10	349	21	673
03:00		4	84			5	126				
03:15		5	86			2	117				
03:30		0	112			12	130				
03:45		4	110	13	392	14	133	33	506	46	898
04:00		4	99			9	119				
04:15		2	90			4	141				
04:30		9	115			10	126				
04:45		9	102	24	406	11	137	34	523	58	929
05:00		8	118			9	131				
05:15		14	95			10	178				
05:30		19	130			18	148				
05:45		22	91	63	434	16	157	53	614	116	1048
06:00		28	81			23	141				
06:15		23	91			39	138				
06:30		50	99			42	115				
06:45		60	85	161	356	58	90	162	484	323	840
07:00		65	65			56	96				
07:15		85	79			68	99				
07:30		133	45			77	62				
07:45		133	46	416	235	114	90	315	347	731	582
08:00		100	68			92	63				
08:15		118	41			119	86				
08:30		117	55			109	75				
08:45		100	40	435	204	101	64	421	288	856	492
09:00		59	34			110	45				
09:15		78	26			82	34				
09:30		81	20			58	31				
09:45		50	22	268	102	73	37	323	147	591	249
10:00		69	25			67	34				
10:15		64	13			52	20				
10:30		62	25			64	20				
10:45		59	13	254	76	65	21	248	95	502	171
11:00		67	12			59	12				
11:15		58	5			77	13				
11:30		59	5			83	9				
11:45		67	5	251	27	91	7	310	41	561	68
Total		1941	3072	1941	3072	1948	4038	1948	4038	3889	7110
Combined Total		5013		5013		5986		5986		10999	
AM Peak	-	07:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	484	-	-	-	439	-	-	-	-	-
P.H.F.		0.910				0.922					
PM Peak	-	-	04:45	-	-	-	05:15	-	-	-	-
Vol.	-	-	445	-	-	-	624	-	-	-	-
P.H.F.			0.856				0.876				
Percentage		38.7%	61.3%			32.5%	67.5%				
ADT/AADT		ADT 10,999	AADT 10,999								

Counts Unlimited, Inc.

City of Aliso Viejo
Glenwood Drive
B/ Aliso Creek Road - Enterprise
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV027
Site Code: 105-25819

Start Time	9/9/2025 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	95			13	68				
12:15		26	93			7	71				
12:30		20	86			1	63				
12:45		10	92	68	366	8	79	29	281	97	647
01:00		5	115			5	97				
01:15		6	91			6	99				
01:30		18	99			2	107				
01:45		7	116	36	421	2	121	15	424	51	845
02:00		4	120			2	113				
02:15		2	178			6	82				
02:30		2	134			2	116				
02:45		6	146	14	578	4	123	14	434	28	1012
03:00		6	141			4	150				
03:15		9	162			4	131				
03:30		3	228			9	153				
03:45		7	156	25	687	11	166	28	600	53	1287
04:00		13	184			12	147				
04:15		13	166			4	167				
04:30		15	184			14	151				
04:45		18	139	59	673	15	184	45	649	104	1322
05:00		18	147			17	189				
05:15		37	189			25	206				
05:30		55	162			33	179				
05:45		50	144	160	642	42	194	117	768	277	1410
06:00		69	131			32	163				
06:15		87	170			27	167				
06:30		124	129			51	160				
06:45		143	105	423	535	72	124	182	614	605	1149
07:00		163	110			67	123				
07:15		238	132			187	84				
07:30		280	83			138	115				
07:45		280	78	961	403	153	118	545	440	1506	843
08:00		212	72			133	90				
08:15		201	68			117	70				
08:30		199	61			126	79				
08:45		157	52	769	253	96	57	472	296	1241	549
09:00		116	55			113	56				
09:15		138	50			78	63				
09:30		151	39			66	44				
09:45		94	34	499	178	59	39	316	202	815	380
10:00		102	32			62	55				
10:15		108	22			69	43				
10:30		95	28			77	24				
10:45		89	11	394	93	60	39	268	161	662	254
11:00		79	11			63	24				
11:15		79	19			65	16				
11:30		86	12			67	22				
11:45		105	14	349	56	79	14	274	76	623	132
Total		3757	4885	3757	4885	2305	4945	2305	4945	6062	9830
Combined Total		8642		8642		7250		7250		15892	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	1010	-	-	-	611	-	-	-	-	-
P.H.F.		0.902				0.817					
PM Peak	-	-	03:30	-	-	-	05:00	-	-	-	-
Vol.	-	-	734	-	-	-	768	-	-	-	-
P.H.F.			0.805				0.932				
Percentage		43.5%	56.5%			31.8%	68.2%				
ADT/AADT		ADT 15,892	AADT 15,892								

Counts Unlimited, Inc.

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City of Aliso Viejo
Hollyoak
B/ Alicia Parkway - Laurelmont
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV028
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	29			3	16				
12:15		6	24			3	20				
12:30		0	22			4	26				
12:45		0	17	7	92	1	26	11	88	18	180
01:00		3	32			4	22				
01:15		0	25			0	24				
01:30		0	28			3	27				
01:45		2	27	5	112	2	20	9	93	14	205
02:00		2	38			2	18				
02:15		0	30			1	35				
02:30		1	31			2	29				
02:45		2	22	5	121	1	29	6	111	11	232
03:00		4	33			1	30				
03:15		6	26			2	28				
03:30		0	38			1	32				
03:45		1	34	11	131	0	42	4	132	15	263
04:00		1	30			0	38				
04:15		4	43			0	50				
04:30		4	26			2	40				
04:45		4	42	13	141	1	30	3	158	16	299
05:00		9	30			1	56				
05:15		6	26			1	34				
05:30		18	30			3	47				
05:45		22	28	55	114	7	43	12	180	67	294
06:00		20	26			2	38				
06:15		21	35			3	46				
06:30		16	36			2	58				
06:45		38	27	95	124	2	40	9	182	104	306
07:00		31	29			14	30				
07:15		58	28			12	23				
07:30		99	36			12	36				
07:45		66	14	254	107	21	38	59	127	313	234
08:00		66	18			21	30				
08:15		48	18			24	34				
08:30		50	20			22	38				
08:45		34	22	198	78	14	26	81	128	279	206
09:00		48	20			20	26				
09:15		33	17			8	31				
09:30		24	12			7	17				
09:45		34	10	139	59	13	16	48	90	187	149
10:00		37	13			12	15				
10:15		31	10			12	22				
10:30		24	9			15	16				
10:45		28	12	120	44	20	15	59	68	179	112
11:00		21	12			11	12				
11:15		23	4			25	7				
11:30		24	9			12	12				
11:45		36	2	104	27	16	12	64	43	168	70
Total		1006	1150	1006	1150	365	1400	365	1400	1371	2550
Combined Total		2156		2156		1765		1765		3921	
AM Peak	-	07:15	-	-	-	07:45	-	-	-	-	-
Vol.	-	289	-	-	-	88	-	-	-	-	-
P.H.F.		0.730				0.917					
PM Peak	-	-	03:30	-	-	-	05:45	-	-	-	-
Vol.	-	-	145	-	-	-	185	-	-	-	-
P.H.F.			0.843				0.797				
Percentage		46.7%	53.3%			20.7%	79.3%				
ADT/AADT		ADT 3,921		AADT 3,921							

Counts Unlimited, Inc.

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City of Aliso Viejo
Hopseed
B/ Wood Vista Way - Hollyleaf
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV029
Site Code: 105-25819

Start Time	9/11/25 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	2				
12:15		0	1			0	1				
12:30		0	3			0	2				
12:45		0	0	0	5	1	0	1	5	1	10
01:00		0	4			0	2				
01:15		0	1			0	2				
01:30		0	2			0	1				
01:45		0	2	0	9	0	1	0	6	0	15
02:00		0	0			0	0				
02:15		0	1			0	2				
02:30		0	2			0	0				
02:45		0	2	0	5	0	1	0	3	0	8
03:00		0	2			0	2				
03:15		0	2			0	2				
03:30		1	2			0	4				
03:45		0	0	1	6	0	3	0	11	1	17
04:00		0	1			0	3				
04:15		0	2			0	2				
04:30		0	1			1	0				
04:45		1	2	1	6	1	2	2	7	3	13
05:00		0	0			0	4				
05:15		1	0			1	2				
05:30		0	3			1	2				
05:45		1	2	2	5	0	1	2	9	4	14
06:00		4	2			0	3				
06:15		0	0			0	3				
06:30		2	0			0	1				
06:45		0	3	6	5	1	2	1	9	7	14
07:00		3	4			0	1				
07:15		3	1			2	2				
07:30		6	0			3	0				
07:45		3	1	15	6	2	1	7	4	22	10
08:00		3	1			3	1				
08:15		1	0			0	0				
08:30		2	3			0	0				
08:45		1	1	7	5	3	0	6	1	13	6
09:00		0	1			0	1				
09:15		1	0			0	0				
09:30		2	0			2	3				
09:45		2	1	5	2	0	1	2	5	7	7
10:00		1	0			1	0				
10:15		2	1			1	1				
10:30		1	1			1	0				
10:45		0	0	4	2	0	1	3	2	7	4
11:00		1	1			2	1				
11:15		0	0			1	0				
11:30		1	0			1	0				
11:45		2	0	4	1	0	0	4	1	8	2
Total		45	57	45	57	28	63	28	63	73	120
Combined Total		102		102		91		91		193	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	15	-	-	-	10	-	-	-	-	-
P.H.F.		0.625				0.833					
PM Peak	-	-	01:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	9	-	-	-	12	-	-	-	-
P.H.F.			0.563				0.750				
Percentage		44.1%	55.9%			30.8%	69.2%				
ADT/AADT		ADT 193		AADT 193							

Counts Unlimited, Inc.

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City of Aliso Viejo
Journey
B/ Pacific Park Drive - Aliso Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV030
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	15			0	28				
12:15		0	7			0	12				
12:30		0	7			0	18				
12:45		0	16	1	45	0	13	0	71	1	116
01:00		0	10			0	14				
01:15		0	9			0	10				
01:30		0	18			0	9				
01:45		0	18	0	55	1	11	1	44	1	99
02:00		1	16			0	20				
02:15		0	17			0	19				
02:30		0	16			0	15				
02:45		1	20	2	69	0	18	0	72	2	141
03:00		0	17			0	39				
03:15		0	26			1	26				
03:30		0	20			0	24				
03:45		0	24	0	87	0	21	1	110	1	197
04:00		0	26			0	20				
04:15		0	33			0	43				
04:30		0	16			0	28				
04:45		2	15	2	90	0	31	0	122	2	212
05:00		0	20			0	36				
05:15		2	24			0	25				
05:30		1	13			2	19				
05:45		2	17	5	74	0	28	2	108	7	182
06:00		0	12			0	15				
06:15		3	22			3	19				
06:30		6	10			1	14				
06:45		4	10	13	54	6	16	10	64	23	118
07:00		6	4			4	6				
07:15		13	10			1	12				
07:30		8	9			7	6				
07:45		22	6	49	29	11	13	23	37	72	66
08:00		10	7			8	5				
08:15		10	3			3	4				
08:30		20	7			4	5				
08:45		28	2	68	19	18	3	33	17	101	36
09:00		10	0			7	6				
09:15		11	2			7	1				
09:30		11	2			14	0				
09:45		20	2	52	6	15	3	43	10	95	16
10:00		20	1			14	1				
10:15		10	3			13	2				
10:30		19	1			16	1				
10:45		16	2	65	7	14	2	57	6	122	13
11:00		14	0			14	2				
11:15		6	0			10	0				
11:30		6	0			15	0				
11:45		16	0	42	0	15	0	54	2	96	2
Total		299	535	299	535	224	663	224	663	523	1198
Combined Total		834		834		887		887		1721	
AM Peak	-	08:30	-	-	-	09:45	-	-	-	-	-
Vol.	-	69	-	-	-	58	-	-	-	-	-
P.H.F.		0.616				0.906					
PM Peak	-	-	03:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	103	-	-	-	138	-	-	-	-
P.H.F.			0.780				0.802				
Percentage		35.9%	64.1%			25.3%	74.7%				
ADT/AADT		ADT 1,721		AADT 1,721							

Counts Unlimited, Inc.

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City of Aliso Viejo
La Paz Road
B/ Pacific Park Drive - State Route 73
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV031
Site Code: 105-25819

Start Time	9/9/25 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	122			0	166				
12:15		0	167			0	172				
12:30		0	149			0	153				
12:45		0	141	0	579	0	154	0	645	0	1224
01:00		0	168			0	176				
01:15		0	168			0	184				
01:30		0	143			0	165				
01:45		10	153	10	632	7	132	7	657	17	1289
02:00		2	136			5	178				
02:15		2	145			2	171				
02:30		2	149			0	180				
02:45		1	159	7	589	2	189	9	718	16	1307
03:00		1	183			0	169				
03:15		2	175			2	185				
03:30		4	189			2	222				
03:45		7	229	14	776	2	221	6	797	20	1573
04:00		3	190			0	180				
04:15		3	172			4	188				
04:30		5	168			6	192				
04:45		16	198	27	728	3	159	13	719	40	1447
05:00		8	173			4	152				
05:15		13	215			11	174				
05:30		14	189			12	155				
05:45		29	190	64	767	20	143	47	624	111	1391
06:00		18	156			24	119				
06:15		29	126			38	145				
06:30		42	139			32	124				
06:45		51	118	140	539	42	112	136	500	276	1039
07:00		62	114			43	111				
07:15		66	115			95	123				
07:30		83	73			89	122				
07:45		169	76	380	378	113	93	340	449	720	827
08:00		124	66			131	106				
08:15		121	57			142	78				
08:30		188	63			103	77				
08:45		176	43	609	229	131	63	507	324	1116	553
09:00		200	42			98	73				
09:15		145	40			113	47				
09:30		118	36			105	32				
09:45		151	17	614	135	120	39	436	191	1050	326
10:00		125	16			105	31				
10:15		118	21			125	33				
10:30		165	19			139	18				
10:45		166	10	574	66	137	17	506	99	1080	165
11:00		149	8			120	12				
11:15		131	8			135	11				
11:30		153	4			173	12				
11:45		170	9	603	29	148	13	576	48	1179	77
Total		3042	5447	3042	5447	2583	5771	2583	5771	5625	11218
Combined Total		8489		8489		8354		8354		16843	
AM Peak	-	08:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	709	-	-	-	576	-	-	-	-	-
P.H.F.		0.886				0.832					
PM Peak	-	-	03:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	783	-	-	-	811	-	-	-	-
P.H.F.			0.855				0.913				
Percentage		35.8%	64.2%			30.9%	69.1%				
ADT/AADT		ADT 16,843		AADT 16,843							

Counts Unlimited, Inc.

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City of Aliso Viejo
Laurelmont
B/ Alicia Parkway - Hollyoak
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV032
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	1			2	2				
12:15		2	3			3	7				
12:30		0	4			1	3				
12:45		0	3	3	11	1	9	7	21	10	32
01:00		1	4			0	2				
01:15		0	5			0	4				
01:30		0	2			0	3				
01:45		0	3	1	14	0	6	0	15	1	29
02:00		0	6			0	6				
02:15		1	2			1	9				
02:30		0	3			1	7				
02:45		0	2	1	13	0	1	2	23	3	36
03:00		1	4			1	4				
03:15		0	4			0	8				
03:30		0	3			1	5				
03:45		0	8	1	19	0	6	2	23	3	42
04:00		1	8			0	6				
04:15		0	1			0	12				
04:30		2	6			0	12				
04:45		1	3	4	18	0	4	0	34	4	52
05:00		3	10			2	6				
05:15		1	12			0	9				
05:30		2	9			1	8				
05:45		0	12	6	43	1	16	4	39	10	82
06:00		7	9			2	4				
06:15		2	9			1	12				
06:30		9	8			4	7				
06:45		4	4	22	30	2	6	9	29	31	59
07:00		3	12			1	3				
07:15		6	5			0	6				
07:30		13	1			7	6				
07:45		11	7	33	25	3	8	11	23	44	48
08:00		9	4			6	3				
08:15		12	1			9	7				
08:30		11	1			12	4				
08:45		5	1	37	7	4	2	31	16	68	23
09:00		8	2			4	8				
09:15		4	6			3	1				
09:30		3	2			1	10				
09:45		6	1	21	11	3	4	11	23	32	34
10:00		4	1			5	6				
10:15		4	3			2	7				
10:30		10	4			4	6				
10:45		1	2	19	10	3	2	14	21	33	31
11:00		4	0			2	1				
11:15		4	3			7	1				
11:30		5	1			2	1				
11:45		4	1	17	5	4	1	15	4	32	9
Total		165	206	165	206	106	271	106	271	271	477
Combined Total		371		371		377		377		748	
AM Peak	-	07:30	-	-	-	08:00	-	-	-	-	-
Vol.	-	45	-	-	-	31	-	-	-	-	-
P.H.F.		0.865				0.646					
PM Peak	-	-	05:00	-	-	-	05:30	-	-	-	-
Vol.	-	-	43	-	-	-	40	-	-	-	-
P.H.F.			0.896				0.625				
Percentage		44.5%	55.5%			28.1%	71.9%				
ADT/AADT		ADT 748		AADT 748							

Counts Unlimited, Inc.

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City of Aliso Viejo
Liberty
B/ Aliso Viejo Parkway - Aliso Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV033
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	14			0	14				
12:15		0	23			0	23				
12:30		0	20			0	20				
12:45		1	21	1	78	1	21	1	78	2	156
01:00		0	26			0	26				
01:15		2	12			2	12				
01:30		2	24			2	24				
01:45		4	11	8	73	4	11	8	73	16	146
02:00		2	12			2	12				
02:15		0	20			0	20				
02:30		0	28			0	28				
02:45		2	36	4	96	2	36	4	96	8	192
03:00		0	45			0	45				
03:15		0	33			0	33				
03:30		0	21			0	21				
03:45		1	22	1	121	1	22	1	121	2	242
04:00		0	39			0	39				
04:15		1	20			1	20				
04:30		2	25			2	25				
04:45		2	24	5	108	2	24	5	108	10	216
05:00		4	15			4	15				
05:15		6	12			6	12				
05:30		12	17			12	17				
05:45		24	9	46	53	24	9	46	53	92	106
06:00		20	15			20	15				
06:15		22	15			22	15				
06:30		14	19			14	19				
06:45		23	14	79	63	23	14	79	63	158	126
07:00		14	9			14	9				
07:15		22	9			22	9				
07:30		17	7			17	7				
07:45		27	4	80	29	27	4	80	29	160	58
08:00		46	4			46	4				
08:15		37	8			37	8				
08:30		18	5			18	5				
08:45		23	9	124	26	23	9	124	26	248	52
09:00		24	8			24	8				
09:15		21	3			21	3				
09:30		15	4			15	4				
09:45		15	1	75	16	15	1	75	16	150	32
10:00		9	3			9	3				
10:15		17	5			17	5				
10:30		17	4			17	4				
10:45		25	3	68	15	25	3	68	15	136	30
11:00		17	1			17	1				
11:15		20	3			20	3				
11:30		25	0			25	0				
11:45		12	0	74	4	12	0	74	4	148	8
Total		565	682	565	682	565	682	565	682	1130	1364
Combined Total		1247		1247		1247		1247		2494	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	128	-	-	-	128	-	-	-	-	-
P.H.F.		0.696				0.696					
PM Peak	-	-	02:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	142	-	-	-	142	-	-	-	-
P.H.F.			0.789				0.789				
Percentage		45.3%	54.7%			45.3%	54.7%				
ADT/AADT		ADT 2,494		AADT 2,494							

Counts Unlimited, Inc.

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City of Aliso Viejo
Oakgrove
B/ Pacific Grove Drive - Wood Canyon Drive North
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV034
Site Code: 105-25819

Start Time	9/10/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	22			2	26				
12:15		2	25			2	26				
12:30		2	15			0	25				
12:45		0	26	9	88	0	28	4	105	13	193
01:00		3	42			2	28				
01:15		0	44			1	26				
01:30		3	34			0	43				
01:45		1	23	7	143	2	24	5	121	12	264
02:00		0	32			0	48				
02:15		1	32			0	31				
02:30		2	38			3	33				
02:45		0	28	3	130	1	36	4	148	7	278
03:00		1	34			3	54				
03:15		1	52			1	50				
03:30		1	89			1	40				
03:45		1	54	4	229	2	48	7	192	11	421
04:00		1	48			2	30				
04:15		2	50			2	38				
04:30		0	52			8	32				
04:45		0	54	3	204	7	44	19	144	22	348
05:00		1	72			11	32				
05:15		6	50			16	48				
05:30		4	54			26	42				
05:45		4	56	15	232	25	40	78	162	93	394
06:00		11	64			22	42				
06:15		7	62			32	39				
06:30		7	50			33	50				
06:45		11	53	36	229	58	30	145	161	181	390
07:00		18	62			60	28				
07:15		32	49			87	23				
07:30		25	42			82	26				
07:45		15	47	90	200	73	18	302	95	392	295
08:00		27	37			74	25				
08:15		27	42			81	16				
08:30		32	39			38	20				
08:45		28	26	114	144	39	8	232	69	346	213
09:00		17	25			30	13				
09:15		16	26			38	10				
09:30		18	20			40	8				
09:45		20	19	71	90	29	12	137	43	208	133
10:00		20	14			29	16				
10:15		22	17			24	6				
10:30		15	8			16	3				
10:45		16	8	73	47	27	2	96	27	169	74
11:00		24	10			31	1				
11:15		17	4			23	4				
11:30		18	4			25	2				
11:45		24	2	83	20	24	3	103	10	186	30
Total		508	1756	508	1756	1132	1277	1132	1277	1640	3033
Combined Total		2264		2264		2409		2409		4673	
AM Peak	-	08:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	114	-	-	-	316	-	-	-	-	-
P.H.F.		0.891				0.908					
PM Peak	-	-	03:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	243	-	-	-	192	-	-	-	-
P.H.F.			0.683				0.889				
Percentage		22.4%	77.6%			47.0%	53.0%				
ADT/AADT		ADT 4,673		AADT 4,673							

Counts Unlimited, Inc.

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City of Aliso Viejo
Oak View Drive
B/ Westridge Drive - Wood Canyon Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV035
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	16			0	12				
12:15		2	12			5	11				
12:30		0	14			1	13				
12:45		0	8	2	50	0	16	6	52	8	102
01:00		0	14			0	16				
01:15		0	13			0	28				
01:30		0	10			0	32				
01:45		0	19	0	56	0	43	0	119	0	175
02:00		1	28			0	29				
02:15		0	36			0	22				
02:30		0	18			1	16				
02:45		0	17	1	99	0	14	1	81	2	180
03:00		0	20			0	12				
03:15		0	20			0	14				
03:30		0	18			0	23				
03:45		0	23	0	81	0	28	0	77	0	158
04:00		2	20			0	22				
04:15		1	30			0	28				
04:30		0	20			0	21				
04:45		1	24	4	94	1	23	1	94	5	188
05:00		1	26			0	18				
05:15		0	18			1	21				
05:30		5	10			2	27				
05:45		8	7	14	61	3	24	6	90	20	151
06:00		4	22			1	15				
06:15		6	18			3	20				
06:30		7	9			6	20				
06:45		26	16	43	65	12	21	22	76	65	141
07:00		11	20			9	10				
07:15		24	16			46	18				
07:30		46	16			103	10				
07:45		36	6	117	58	23	17	181	55	298	113
08:00		43	10			22	10				
08:15		20	4			16	11				
08:30		24	5			19	11				
08:45		14	6	101	25	10	10	67	42	168	67
09:00		14	11			18	6				
09:15		16	7			8	9				
09:30		8	0			10	5				
09:45		17	2	55	20	17	7	53	27	108	47
10:00		14	2			14	5				
10:15		14	3			6	2				
10:30		14	2			4	0				
10:45		11	0	53	7	9	2	33	9	86	16
11:00		14	2			14	3				
11:15		11	2			17	2				
11:30		10	1			8	2				
11:45		10	1	45	6	11	0	50	7	95	13
Total		435	622	435	622	420	729	420	729	855	1351
Combined Total		1057		1057		1149		1149		2206	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	149	-	-	-	194	-	-	-	-	-
P.H.F.		0.810				0.471					
PM Peak	-	-	01:45	-	-	-	01:15	-	-	-	-
Vol.	-	-	101	-	-	-	132	-	-	-	-
P.H.F.			0.701				0.767				
Percentage		41.2%	58.8%			36.6%	63.4%				
ADT/AADT		ADT 2,206		AADT 2,206							

Counts Unlimited, Inc.

City of Aliso Viejo
Pacific Park Drive
B/ Enterprise - Chase
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV036
Site Code: 105-25819

Start Time	9/11/2025 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	103			8	108				
12:15		6	90			7	92				
12:30		12	95			6	131				
12:45		4	108	29	396	5	88	26	419	55	815
01:00		3	158			5	82				
01:15		0	110			4	108				
01:30		3	95			5	103				
01:45		0	107	6	470	3	104	17	397	23	867
02:00		0	90			6	94				
02:15		0	82			3	110				
02:30		3	116			1	109				
02:45		2	107	5	395	3	122	13	435	18	830
03:00		3	124			1	149				
03:15		2	114			4	158				
03:30		5	192			1	180				
03:45		10	134	20	564	4	155	10	642	30	1206
04:00		11	135			1	172				
04:15		11	106			4	208				
04:30		16	111			4	231				
04:45		25	130	63	482	7	229	16	840	79	1322
05:00		26	131			5	257				
05:15		39	131			8	264				
05:30		57	141			10	216				
05:45		63	123	185	526	25	210	48	947	233	1473
06:00		72	151			14	195				
06:15		94	133			24	177				
06:30		128	122			39	122				
06:45		138	109	432	515	58	144	135	638	567	1153
07:00		196	116			65	120				
07:15		228	147			172	103				
07:30		314	85			134	116				
07:45		346	78	1084	426	117	91	488	430	1572	856
08:00		206	68			115	108				
08:15		224	50			96	98				
08:30		279	60			76	83				
08:45		185	46	894	224	66	68	353	357	1247	581
09:00		129	40			68	80				
09:15		133	31			78	66				
09:30		140	25			58	66				
09:45		95	27	497	123	61	58	265	270	762	393
10:00		83	34			60	48				
10:15		100	20			66	46				
10:30		102	15			62	55				
10:45		107	4	392	73	66	32	254	181	646	254
11:00		102	9			55	27				
11:15		88	8			90	18				
11:30		107	8			82	16				
11:45		92	3	389	28	92	16	319	77	708	105
Total		3996	4222	3996	4222	1944	5633	1944	5633	5940	9855
Combined Total		8218		8218		7577		7577		15795	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	1094	-	-	-	538	-	-	-	-	-
P.H.F.		0.790				0.782					
PM Peak	-	-	03:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	575	-	-	-	981	-	-	-	-
P.H.F.			0.749				0.929				
Percentage		48.6%	51.4%			25.7%	74.3%				
ADT/AADT		ADT 15,795		AADT 15,795							

Counts Unlimited, Inc.

City of Aliso Viejo
Pacific Park Drive
B/ Chase - Aliso Viejo Parkway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV037
Site Code: 105-25819

Start Time	9/11/2025 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	86			10	76				
12:15		4	77			13	96				
12:30		1	110			10	83				
12:45		0	118	8	391	5	116	38	371	46	762
01:00		5	96			3	130				
01:15		2	106			2	106				
01:30		2	90			5	90				
01:45		0	110	9	402	0	104	10	430	19	832
02:00		6	88			1	82				
02:15		3	96			3	87				
02:30		2	105			3	86				
02:45		3	126	14	415	1	98	8	353	22	768
03:00		1	132			4	138				
03:15		2	125			3	150				
03:30		4	258			2	146				
03:45		4	136	11	651	5	144	14	578	25	1229
04:00		0	150			7	126				
04:15		2	155			6	117				
04:30		8	148			9	105				
04:45		10	156	20	609	12	133	34	481	54	1090
05:00		10	149			13	150				
05:15		12	184			24	142				
05:30		28	142			28	146				
05:45		37	164	87	639	42	126	107	564	194	1203
06:00		18	137			46	136				
06:15		42	126			59	124				
06:30		53	116			76	112				
06:45		73	104	186	483	85	116	266	488	452	971
07:00		76	110			141	132				
07:15		110	86			128	110				
07:30		184	86			200	102				
07:45		200	76	570	358	180	90	649	434	1219	792
08:00		188	77			138	84				
08:15		166	48			172	63				
08:30		160	56			153	68				
08:45		66	36	580	217	114	58	577	273	1157	490
09:00		83	50			106	46				
09:15		80	47			90	52				
09:30		68	43			81	32				
09:45		70	39	301	179	66	46	343	176	644	355
10:00		70	28			66	32				
10:15		54	30			82	21				
10:30		69	30			80	22				
10:45		82	21	275	109	82	19	310	94	585	203
11:00		55	16			86	19				
11:15		88	20			80	18				
11:30		74	14			94	16				
11:45		100	4	317	54	75	4	335	57	652	111
Total		2378	4507	2378	4507	2691	4299	2691	4299	5069	8806
Combined Total		6885		6885		6990		6990		13875	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	738	-	-	-	690	-	-	-	-	-
P.H.F.		0.923				0.863					
PM Peak	-	-	03:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	699	-	-	-	578	-	-	-	-
P.H.F.			0.677				0.963				
Percentage		34.5%	65.5%			38.5%	61.5%				
ADT/AADT		ADT 13,875	AADT 13,875								

Counts Unlimited, Inc.

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City of Aliso Viejo
Pacific Park Drive
B/ Aliso Viejo Parkway - Alicia Parkway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV038
Site Code: 105-25819

Start Time	9/9/2025 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	292			21	315				
12:15		24	274			20	338				
12:30		13	271			25	300				
12:45		8	285	74	1122	12	329	78	1282	152	2404
01:00		12	351			7	296				
01:15		7	286			8	323				
01:30		6	316			19	282				
01:45		10	264	35	1217	5	337	39	1238	74	2455
02:00		14	276			4	289				
02:15		4	293			6	361				
02:30		9	231			9	331				
02:45		11	306	38	1106	8	369	27	1350	65	2456
03:00		2	366			12	347				
03:15		8	419			8	376				
03:30		13	446			14	329				
03:45		10	359	33	1590	12	361	46	1413	79	3003
04:00		8	374			12	335				
04:15		18	307			16	376				
04:30		29	325			15	352				
04:45		30	320	85	1326	30	366	73	1429	158	2755
05:00		22	361			26	382				
05:15		30	280			45	346				
05:30		47	351			55	393				
05:45		73	279	172	1271	106	330	232	1451	404	2722
06:00		54	279			80	338				
06:15		86	311			105	320				
06:30		111	270			117	323				
06:45		126	265	377	1125	159	292	461	1273	838	2398
07:00		172	244			192	296				
07:15		203	270			214	279				
07:30		233	219			269	230				
07:45		286	190	894	923	404	248	1079	1053	1973	1976
08:00		263	182			368	253				
08:15		313	154			426	221				
08:30		328	170			309	220				
08:45		239	150	1143	656	267	148	1370	842	2513	1498
09:00		197	135			236	157				
09:15		209	94			210	123				
09:30		212	93			185	131				
09:45		230	81	848	403	229	109	860	520	1708	923
10:00		203	62			205	107				
10:15		224	47			221	57				
10:30		225	40			227	72				
10:45		205	49	857	198	284	53	937	289	1794	487
11:00		286	41			219	48				
11:15		212	26			280	33				
11:30		259	28			280	39				
11:45		273	27	1030	122	298	23	1077	143	2107	265
Total		5586	11059	5586	11059	6279	12283	6279	12283	11865	23342
Combined Total		16645		16645		18562		18562		35207	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	1190	-	-	-	1507	-	-	-	-	-
P.H.F.		0.907				0.884					
PM Peak	-	-	03:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	1598	-	-	-	1487	-	-	-	-
P.H.F.			0.896				0.946				
Percentage		33.6%	66.4%			33.8%	66.2%				
ADT/AADT		ADT 35,207		AADT 35,207							

Counts Unlimited, Inc.

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City of Aliso Viejo
Pacific Park Drive
B/ Alicia Parkway - Mareblu
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

ASV039
Site Code: 105-25819

Start Time	9/10/2025 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	149			13	219				
12:15		8	159			9	186				
12:30		11	206			14	169				
12:45		5	191	41	705	10	165	46	739	87	1444
01:00		6	181			6	177				
01:15		6	164			14	176				
01:30		5	223			4	176				
01:45		3	176	20	744	3	176	27	705	47	1449
02:00		5	164			2	156				
02:15		3	167			3	164				
02:30		6	187			1	178				
02:45		5	188	19	706	2	208	8	706	27	1412
03:00		4	177			3	183				
03:15		3	205			7	243				
03:30		3	209			6	191				
03:45		6	200	16	791	10	222	26	839	42	1630
04:00		4	225			10	228				
04:15		8	201			5	228				
04:30		20	243			5	211				
04:45		23	196	55	865	23	233	43	900	98	1765
05:00		14	189			17	234				
05:15		19	182			19	242				
05:30		30	209			26	247				
05:45		46	133	109	713	43	225	105	948	214	1661
06:00		56	206			38	210				
06:15		84	155			42	196				
06:30		87	212			61	144				
06:45		103	145	330	718	86	151	227	701	557	1419
07:00		112	154			72	137				
07:15		156	124			116	183				
07:30		189	139			129	137				
07:45		203	120	660	537	211	121	528	578	1188	1115
08:00		201	119			171	122				
08:15		192	120			188	107				
08:30		178	103			185	97				
08:45		145	87	716	429	225	67	769	393	1485	822
09:00		152	79			132	66				
09:15		114	57			128	77				
09:30		135	43			116	56				
09:45		158	47	559	226	186	50	562	249	1121	475
10:00		156	44			142	45				
10:15		132	38			164	39				
10:30		143	26			163	45				
10:45		132	22	563	130	144	26	613	155	1176	285
11:00		150	25			145	20				
11:15		132	16			197	23				
11:30		177	21			180	14				
11:45		157	16	616	78	180	9	702	66	1318	144
Total		3704	6642	3704	6642	3656	6979	3656	6979	7360	13621
Combined Total		10346		10346		10635		10635		20981	
AM Peak	-	07:30	-	-	-	08:00	-	-	-	-	-
Vol.	-	785	-	-	-	769	-	-	-	-	-
P.H.F.		0.967				0.854					
PM Peak	-	-	03:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	869	-	-	-	956	-	-	-	-
P.H.F.			0.894				0.968				
Percentage		35.8%	64.2%			34.4%	65.6%				
ADT/AADT		ADT 20,981	AADT 20,981								

Counts Unlimited, Inc.

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City of Aliso Viejo
Peppertree
B/ Pacific Park Drive - Knuckle Curve
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV040
Site Code: 105-25819

Start Time	9/11/25 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	8			1	13				
12:15		0	14			0	12				
12:30		0	12			0	8				
12:45		0	7	0	41	0	18	1	51	1	92
01:00		2	10			0	28				
01:15		0	14			0	12				
01:30		0	12			0	16				
01:45		0	19	2	55	0	15	0	71	2	126
02:00		0	8			0	4				
02:15		0	11			0	13				
02:30		0	12			1	4				
02:45		0	12	0	43	0	14	1	35	1	78
03:00		0	20			0	18				
03:15		0	14			0	20				
03:30		0	19			0	28				
03:45		0	14	0	67	0	21	0	87	0	154
04:00		1	9			0	20				
04:15		1	12			1	12				
04:30		1	14			0	15				
04:45		1	20	4	55	0	15	1	62	5	117
05:00		0	12			1	16				
05:15		0	16			0	18				
05:30		9	13			1	26				
05:45		2	17	11	58	3	20	5	80	16	138
06:00		2	15			1	18				
06:15		1	16			0	16				
06:30		4	8			0	25				
06:45		15	10	22	49	6	16	7	75	29	124
07:00		14	7			8	18				
07:15		27	3			13	10				
07:30		36	6			11	15				
07:45		28	9	105	25	12	15	44	58	149	83
08:00		30	8			12	12				
08:15		11	6			13	12				
08:30		16	3			9	4				
08:45		6	2	63	19	2	7	36	35	99	54
09:00		4	2			9	5				
09:15		12	0			6	5				
09:30		13	12			4	7				
09:45		6	4	35	18	6	10	25	27	60	45
10:00		7	2			8	5				
10:15		6	3			8	1				
10:30		8	2			5	6				
10:45		10	1	31	8	7	2	28	14	59	22
11:00		4	0			6	1				
11:15		9	0			14	0				
11:30		15	1			10	1				
11:45		14	0	42	1	7	0	37	2	79	3
Total		315	439	315	439	185	597	185	597	500	1036
Combined Total		754		754		782		782		1536	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	121	-	-	-	48	-	-	-	-	-
P.H.F.		0.840				0.923					
PM Peak	-	-	03:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	67	-	-	-	89	-	-	-	-
P.H.F.			0.838				0.795				
Percentage		41.8%	58.2%			23.7%	76.3%				
ADT/AADT		ADT 1,536		AADT 1,536							

Counts Unlimited, Inc.

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City of Aliso Viejo
Pursuit
B/ Liberty - Curve
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV041
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	6			0	7				
12:15		1	7			2	12				
12:30		0	5			2	11				
12:45		0	9	1	27	1	19	5	49	6	76
01:00		0	10			0	10				
01:15		1	2			1	7				
01:30		0	8			0	13				
01:45		0	5	1	25	1	9	2	39	3	64
02:00		0	4			0	10				
02:15		0	4			0	23				
02:30		0	5			0	43				
02:45		1	17	1	30	0	65	0	141	1	171
03:00		0	21			0	45				
03:15		0	20			0	24				
03:30		0	10			0	18				
03:45		1	8	1	59	0	19	0	106	1	165
04:00		0	11			0	11				
04:15		0	7			0	10				
04:30		1	9			1	20				
04:45		1	14	2	41	1	17	2	58	4	99
05:00		3	7			1	14				
05:15		1	6			0	22				
05:30		2	11			2	16				
05:45		3	8	9	32	3	11	6	63	15	95
06:00		3	8			5	11				
06:15		2	6			2	16				
06:30		9	6			8	19				
06:45		4	3	18	23	7	15	22	61	40	84
07:00		12	6			10	17				
07:15		14	2			13	12				
07:30		14	5			95	8				
07:45		14	3	54	16	196	4	314	41	368	57
08:00		22	1			138	8				
08:15		18	3			32	8				
08:30		12	2			11	10				
08:45		11	5	63	11	8	8	189	34	252	45
09:00		15	1			11	10				
09:15		5	1			10	4				
09:30		5	0			4	4				
09:45		5	0	30	2	6	2	31	20	61	22
10:00		8	0			8	9				
10:15		6	1			5	7				
10:30		12	2			7	4				
10:45		8	0	34	3	6	2	26	22	60	25
11:00		10	0			3	1				
11:15		8	1			4	2				
11:30		4	0			6	0				
11:45		4	0	26	1	8	2	21	5	47	6
Total		240	270	240	270	618	639	618	639	858	909
Combined Total		510		510		1257		1257		1767	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	68	-	-	-	461	-	-	-	-	-
P.H.F.	-	0.773	-	-	-	0.588	-	-	-	-	-
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	68	-	-	-	177	-	-	-	-
P.H.F.	-	-	0.810	-	-	-	0.681	-	-	-	-
Percentage		47.1%	52.9%			49.2%	50.8%				
ADT/AADT		ADT 1,767		AADT 1,767							

Counts Unlimited, Inc.

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City of Aliso Viejo
Pursuit
B/ Curve - Aliso Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV042
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	11			3	13				
12:15		1	18			1	14				
12:30		0	14			1	11				
12:45		1	17	2	60	0	10	5	48	7	108
01:00		0	15			0	13				
01:15		0	16			1	11				
01:30		0	17			0	14				
01:45		0	19	0	67	0	24	1	62	1	129
02:00		0	27			0	10				
02:15		0	15			0	22				
02:30		0	20			0	64				
02:45		1	30	1	92	0	96	0	192	1	284
03:00		0	50			0	60				
03:15		0	176			0	68				
03:30		0	53			0	28				
03:45		0	47	0	326	1	31	1	187	1	513
04:00		0	38			0	28				
04:15		0	49			1	27				
04:30		1	34			2	36				
04:45		0	70	1	191	3	34	6	125	7	316
05:00		1	35			0	22				
05:15		3	17			5	16				
05:30		3	12			3	14				
05:45		4	16	11	80	3	11	11	63	22	143
06:00		3	14			2	20				
06:15		6	25			0	37				
06:30		7	24			0	33				
06:45		7	16	23	79	0	27	2	117	25	196
07:00		21	18			0	12				
07:15		22	10			0	12				
07:30		44	15			0	14				
07:45		134	14	221	57	22	7	22	45	243	102
08:00		96	17			52	3				
08:15		138	11			28	17				
08:30		43	14			13	13				
08:45		20	28	297	70	19	12	112	45	409	115
09:00		7	12			16	4				
09:15		23	12			8	2				
09:30		14	15			8	5				
09:45		36	7	80	46	10	8	42	19	122	65
10:00		16	7			12	4				
10:15		18	0			18	2				
10:30		14	1			11	3				
10:45		14	2	62	10	20	2	61	11	123	21
11:00		12	5			12	0				
11:15		19	0			14	2				
11:30		12	9			11	2				
11:45		18	3	61	17	11	1	48	5	109	22
Total		759	1095	759	1095	311	919	311	919	1070	2014
Combined Total		1854		1854		1230		1230		3084	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	412	-	-	-	115	-	-	-	-	-
P.H.F.		0.746				0.553					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	326	-	-	-	288	-	-	-	-
P.H.F.			0.463				0.750				
Percentage		40.9%	59.1%			25.3%	74.7%				
ADT/AADT		ADT 3,084		AADT 3,084							

Counts Unlimited, Inc.

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City of Aliso Viejo
Sanborn
B/ Chase - Wood Canyon Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV043
Site Code: 105-25819

Start Time	9/11/25 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	12			0	8				
12:15		1	12			0	15				
12:30		1	14			0	16				
12:45		0	14	2	52	0	19	0	58	2	110
01:00		1	14			0	16				
01:15		1	10			0	11				
01:30		0	10			0	6				
01:45		0	9	2	43	0	14	0	47	2	90
02:00		0	9			0	8				
02:15		0	8			0	8				
02:30		0	13			1	14				
02:45		1	14	1	44	0	12	1	42	2	86
03:00		0	19			0	11				
03:15		1	20			0	25				
03:30		1	25			1	12				
03:45		0	10	2	74	0	22	1	70	3	144
04:00		0	18			0	11				
04:15		0	15			0	15				
04:30		0	22			0	23				
04:45		4	28	4	83	3	14	3	63	7	146
05:00		0	30			1	36				
05:15		2	38			2	44				
05:30		1	25			2	20				
05:45		2	27	5	120	1	39	6	139	11	259
06:00		2	35			5	48				
06:15		4	26			4	21				
06:30		7	17			4	13				
06:45		9	15	22	93	7	13	20	95	42	188
07:00		21	28			11	23				
07:15		34	29			26	26				
07:30		44	13			42	18				
07:45		34	4	133	74	14	9	93	76	226	150
08:00		22	11			10	13				
08:15		21	3			18	7				
08:30		14	4			7	8				
08:45		16	8	73	26	8	6	43	34	116	60
09:00		9	3			7	6				
09:15		12	4			6	3				
09:30		10	5			7	4				
09:45		13	3	44	15	6	6	26	19	70	34
10:00		7	4			9	1				
10:15		8	2			6	1				
10:30		9	1			7	3				
10:45		10	4	34	11	11	3	33	8	67	19
11:00		16	0			7	1				
11:15		12	1			10	1				
11:30		11	1			16	3				
11:45		16	2	55	4	17	0	50	5	105	9
Total		377	639	377	639	276	656	276	656	653	1295
Combined Total		1016		1016		932		932		1948	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	134	-	-	-	93	-	-	-	-	-
P.H.F.		0.761				0.554					
PM Peak	-	-	05:15	-	-	-	05:15	-	-	-	-
Vol.	-	-	125	-	-	-	151	-	-	-	-
P.H.F.			0.822				0.786				
Percentage		37.1%	62.9%			29.6%	70.4%				
ADT/AADT		ADT 1,948		AADT 1,948							

Counts Unlimited, Inc.

City of Aliso Viejo
Summerfield
B/ Aliso Creek Road - Autumnnglen
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV044
Site Code: 105-25819

Start Time	9/9/25 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	38			3	29				
12:15		9	34			6	28				
12:30		4	27			4	35				
12:45		4	26	21	125	4	41	17	133	38	258
01:00		1	30			1	38				
01:15		3	26			2	20				
01:30		0	38			1	60				
01:45		1	32	5	126	1	48	5	166	10	292
02:00		1	28			0	36				
02:15		1	46			0	38				
02:30		3	34			1	35				
02:45		1	26	6	134	2	46	3	155	9	289
03:00		1	48			2	41				
03:15		0	32			0	36				
03:30		0	48			3	52				
03:45		1	64	2	192	2	50	7	179	9	371
04:00		1	51			8	36				
04:15		1	43			4	48				
04:30		0	51			7	40				
04:45		1	71	3	216	10	40	29	164	32	380
05:00		0	52			14	62				
05:15		4	62			14	48				
05:30		2	80			14	48				
05:45		4	56	10	250	25	39	67	197	77	447
06:00		4	61			20	30				
06:15		3	56			24	58				
06:30		7	60			32	25				
06:45		10	49	24	226	55	24	131	137	155	363
07:00		16	38			72	25				
07:15		18	38			113	36				
07:30		24	46			88	44				
07:45		33	49	91	171	78	25	351	130	442	301
08:00		39	48			76	24				
08:15		16	43			74	22				
08:30		28	52			62	22				
08:45		32	40	115	183	76	18	288	86	403	269
09:00		16	40			46	14				
09:15		20	19			44	16				
09:30		27	40			54	17				
09:45		14	22	77	121	40	14	184	61	261	182
10:00		18	29			40	16				
10:15		22	19			36	11				
10:30		24	23			39	8				
10:45		16	9	80	80	36	8	151	43	231	123
11:00		22	14			32	11				
11:15		21	10			26	8				
11:30		34	16			38	9				
11:45		25	9	102	49	44	1	140	29	242	78
Total		536	1873	536	1873	1373	1480	1373	1480	1909	3353
Combined Total		2409		2409		2853		2853		5262	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	116	-	-	-	355	-	-	-	-	-
P.H.F.		0.744				0.785					
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	265	-	-	-	198	-	-	-	-
P.H.F.			0.828				0.798				
Percentage		22.2%	77.8%			48.1%	51.9%				
ADT/AADT		ADT 5,262		AADT 5,262							

Counts Unlimited, Inc.

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City of Victorville
Via Iglesia
B/ Moulton Parkway - Cul-de-Sac
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV045
Site Code: 105-25819

Start Time	9/24/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	10			0	4				
12:15		0	4			1	10				
12:30		1	12			0	10				
12:45		0	6	1	32	2	10	3	34	4	66
01:00		0	12			3	14				
01:15		2	8			2	22				
01:30		1	10			4	15				
01:45		0	10	3	40	0	14	9	65	12	105
02:00		0	8			0	16				
02:15		0	3			0	10				
02:30		2	22			4	24				
02:45		0	15	2	48	0	12	4	62	6	110
03:00		2	16			3	22				
03:15		0	14			0	18				
03:30		0	16			0	17				
03:45		0	14	2	60	0	20	3	77	5	137
04:00		2	10			4	19				
04:15		2	12			4	18				
04:30		1	10			1	16				
04:45		2	8	7	40	4	22	13	75	20	115
05:00		3	10			2	10				
05:15		4	13			6	19				
05:30		8	18			10	16				
05:45		1	8	16	49	6	10	24	55	40	104
06:00		6	20			8	30				
06:15		13	10			16	16				
06:30		10	10			10	20				
06:45		14	11	43	51	13	20	47	86	90	137
07:00		12	12			12	14				
07:15		12	16			16	26				
07:30		23	9			27	12				
07:45		36	9	83	46	28	18	83	70	166	116
08:00		21	2			24	15				
08:15		22	8			25	16				
08:30		16	6			17	26				
08:45		13	4	72	20	10	10	76	67	148	87
09:00		8	10			6	14				
09:15		6	8			6	12				
09:30		6	6			6	12				
09:45		11	0	31	24	12	6	30	44	61	68
10:00		10	0			14	6				
10:15		8	12			7	11				
10:30		6	4			8	12				
10:45		12	4	36	20	10	7	39	36	75	56
11:00		13	4			11	11				
11:15		8	2			12	2				
11:30		1	2			5	4				
11:45		2	0	24	8	3	1	31	18	55	26
Total		320	438	320	438	362	689	362	689	682	1127
Combined Total		758		758		1051		1051		1809	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	102	-	-	-	104	-	-	-	-	-
P.H.F.		0.708				0.929					
PM Peak	-	-	02:30	-	-	-	06:00	-	-	-	-
Vol.	-	-	67	-	-	-	86	-	-	-	-
P.H.F.			0.761				0.717				
Percentage		42.2%	57.8%			34.4%	65.6%				
ADT/AADT		ADT 1,809		AADT 1,809							

Counts Unlimited, Inc.

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City of Aliso Viejo
Westwing
B/ Calle Corta - Aliso Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV046
Site Code: 105-25819

Start Time	9/9/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	20			4	12				
12:15		2	18			0	14				
12:30		1	26			0	18				
12:45		1	16	6	80	0	21	4	65	10	145
01:00		1	26			1	12				
01:15		0	18			0	20				
01:30		0	24			0	9				
01:45		1	18	2	86	0	17	1	58	3	144
02:00		1	15			0	23				
02:15		0	18			0	22				
02:30		0	23			0	14				
02:45		2	23	3	79	1	15	1	74	4	153
03:00		0	20			0	19				
03:15		0	18			0	24				
03:30		0	25			0	26				
03:45		0	36	0	99	1	19	1	88	1	187
04:00		1	36			1	32				
04:15		0	25			1	26				
04:30		0	27			3	29				
04:45		0	37	1	125	2	20	7	107	8	232
05:00		1	29			4	23				
05:15		2	31			2	30				
05:30		2	41			4	30				
05:45		0	33	5	134	5	20	15	103	20	237
06:00		0	34			9	23				
06:15		2	24			4	21				
06:30		2	22			8	20				
06:45		0	30	4	110	14	14	35	78	39	188
07:00		2	33			17	15				
07:15		9	29			24	26				
07:30		13	30			27	26				
07:45		16	25	40	117	34	19	102	86	142	203
08:00		26	16			26	9				
08:15		16	23			40	10				
08:30		29	21			26	14				
08:45		38	12	109	72	20	6	112	39	221	111
09:00		24	29			21	6				
09:15		8	15			27	4				
09:30		16	7			29	7				
09:45		18	9	66	60	13	2	90	19	156	79
10:00		19	6			14	3				
10:15		7	5			16	0				
10:30		8	8			21	3				
10:45		14	5	48	24	7	2	58	8	106	32
11:00		18	7			15	1				
11:15		15	1			20	1				
11:30		10	1			13	0				
11:45		18	1	61	10	15	1	63	3	124	13
Total		345	996	345	996	489	728	489	728	834	1724
Combined Total		1341		1341		1217		1217		2558	
AM Peak	-	08:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	109	-	-	-	127	-	-	-	-	-
P.H.F.		0.717				0.794					
PM Peak	-	-	05:15	-	-	-	04:00	-	-	-	-
Vol.	-	-	139	-	-	-	107	-	-	-	-
P.H.F.			0.848				0.836				
Percentage		25.7%	74.3%			40.2%	59.8%				
ADT/AADT		ADT 2,558		AADT 2,558							

Counts Unlimited, Inc.

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City of Aliso Viejo
Westwing
B/ Aliso Creek Road - Eastwing
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV047
Site Code: 105-25819

Start Time	9/9/25 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	6			0	6				
12:15		1	7			1	8				
12:30		1	16			1	5				
12:45		0	12	6	41	0	10	2	29	8	70
01:00		1	8			0	8				
01:15		0	6			0	12				
01:30		0	8			0	6				
01:45		0	10	1	32	0	11	0	37	1	69
02:00		0	9			0	6				
02:15		1	8			0	11				
02:30		0	7			0	6				
02:45		0	10	1	34	0	15	0	38	1	72
03:00		0	6			0	10				
03:15		0	13			0	17				
03:30		0	14			0	16				
03:45		0	13	0	46	0	10	0	53	0	99
04:00		0	12			0	10				
04:15		0	8			0	8				
04:30		1	22			2	16				
04:45		0	18	1	60	4	16	6	50	7	110
05:00		0	17			0	12				
05:15		0	18			3	14				
05:30		0	21			2	12				
05:45		0	22	0	78	6	14	11	52	11	130
06:00		1	12			6	15				
06:15		0	17			6	8				
06:30		2	13			6	6				
06:45		0	19	3	61	7	8	25	37	28	98
07:00		2	16			9	3				
07:15		1	8			13	12				
07:30		3	17			20	10				
07:45		4	10	10	51	16	7	58	32	68	83
08:00		4	14			24	6				
08:15		12	9			12	3				
08:30		5	11			19	3				
08:45		4	12	25	46	18	1	73	13	98	59
09:00		5	4			15	4				
09:15		13	12			10	6				
09:30		13	6			16	1				
09:45		6	4	37	26	14	0	55	11	92	37
10:00		7	5			13	2				
10:15		6	7			10	0				
10:30		11	3			18	2				
10:45		3	3	27	18	15	0	56	4	83	22
11:00		5	7			13	4				
11:15		5	2			11	2				
11:30		10	0			14	0				
11:45		4	3	24	12	7	2	45	8	69	20
Total		135	505	135	505	331	364	331	364	466	869
Combined Total		640		640		695		695		1335	
AM Peak	-	09:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	39	-	-	-	73	-	-	-	-	-
P.H.F.		0.750				0.760					
PM Peak	-	-	05:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	78	-	-	-	58	-	-	-	-
P.H.F.			0.886				0.853				
Percentage		21.1%	78.9%			47.6%	52.4%				
ADT/AADT		ADT 1,335		AADT 1,335							

Counts Unlimited, Inc.

City of Aliso Viejo
Windsong
B/ Aliso Creek Road - Cedarbrook
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV048
Site Code: 105-25819

Start Time	9/9/25 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	29			4	34				
12:15		1	36			1	28				
12:30		3	28			4	34				
12:45		3	28	18	121	1	38	10	134	28	255
01:00		5	34			3	44				
01:15		5	34			2	32				
01:30		0	40			0	30				
01:45		0	33	10	141	0	53	5	159	15	300
02:00		2	29			1	30				
02:15		0	35			0	27				
02:30		1	69			1	43				
02:45		1	48	4	181	1	42	3	142	7	323
03:00		2	46			5	36				
03:15		0	89			1	46				
03:30		0	138			1	55				
03:45		2	118	4	391	3	113	10	250	14	641
04:00		1	54			4	96				
04:15		1	66			4	62				
04:30		0	62			1	48				
04:45		3	58	5	240	5	48	14	254	19	494
05:00		1	78			3	45				
05:15		2	67			4	50				
05:30		1	78			16	56				
05:45		0	96	4	319	13	40	36	191	40	510
06:00		2	62			18	37				
06:15		6	66			25	44				
06:30		14	66			23	52				
06:45		14	58	36	252	34	60	100	193	136	445
07:00		14	77			31	51				
07:15		13	46			70	76				
07:30		38	40			80	43				
07:45		60	46	125	209	90	37	271	207	396	416
08:00		56	45			82	29				
08:15		94	34			82	38				
08:30		128	46			118	20				
08:45		80	31	358	156	120	32	402	119	760	275
09:00		26	31			52	18				
09:15		22	40			42	17				
09:30		25	25			45	13				
09:45		18	28	91	124	47	10	186	58	277	182
10:00		16	26			36	10				
10:15		24	28			30	10				
10:30		24	14			30	11				
10:45		26	20	90	88	25	6	121	37	211	125
11:00		16	17			29	11				
11:15		29	12			29	6				
11:30		22	18			26	8				
11:45		31	7	98	54	36	6	120	31	218	85
Total		843	2276	843	2276	1278	1775	1278	1775	2121	4051
Combined Total		3119		3119		3053		3053		6172	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	358	-	-	-	402	-	-	-	-	-
P.H.F.		0.699				0.838					
PM Peak	-	-	03:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	399	-	-	-	326	-	-	-	-
P.H.F.			0.723				0.721				
Percentage		27.0%	73.0%			41.9%	58.1%				
ADT/AADT		ADT 6,172		AADT 6,172							

Counts Unlimited, Inc.

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City of Aliso Viejo
Wolverine Way
B/ Aliso Creek Road - Cul-de-Sac
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV049
Site Code: 105-25819

Start Time	9/10/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	14			1	10				
12:15		0	14			0	14				
12:30		0	32			0	15				
12:45		2	56	10	116	0	46	1	85	11	201
01:00		0	56			0	90				
01:15		1	46			0	57				
01:30		0	43			0	57				
01:45		0	20	1	165	2	34	2	238	3	403
02:00		0	12			2	22				
02:15		2	26			0	18				
02:30		2	68			0	28				
02:45		0	52	4	158	0	18	2	86	6	244
03:00		0	58			0	26				
03:15		0	33			0	150				
03:30		0	152			0	92				
03:45		0	178	0	421	0	76	0	344	0	765
04:00		2	26			0	69				
04:15		0	36			0	52				
04:30		0	40			2	39				
04:45		2	38	4	140	2	38	4	198	8	338
05:00		2	52			1	41				
05:15		0	48			1	39				
05:30		16	44			4	62				
05:45		15	41	33	185	12	50	18	192	51	377
06:00		36	20			13	46				
06:15		11	12			4	59				
06:30		14	32			6	64				
06:45		34	16	95	80	16	28	39	197	134	277
07:00		138	11			45	12				
07:15		126	14			79	17				
07:30		66	16			26	14				
07:45		180	10	510	51	78	26	228	69	738	120
08:00		306	23			136	16				
08:15		224	10			149	10				
08:30		45	9			80	14				
08:45		20	10	595	52	30	9	395	49	990	101
09:00		19	11			16	4				
09:15		12	12			30	3				
09:30		12	8			24	8				
09:45		28	3	71	34	26	3	96	18	167	52
10:00		44	4			20	8				
10:15		28	6			34	3				
10:30		11	5			8	2				
10:45		20	2	103	17	16	0	78	13	181	30
11:00		28	4			16	1				
11:15		14	1			10	1				
11:30		14	2			14	3				
11:45		15	2	71	9	10	2	50	7	121	16
Total		1497	1428	1497	1428	913	1496	913	1496	2410	2924
Combined Total		2925		2925		2409		2409		5334	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	776	-	-	-	443	-	-	-	-	-
P.H.F.		0.634				0.743					
PM Peak	-	-	03:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	421	-	-	-	387	-	-	-	-
P.H.F.			0.591				0.645				
Percentage		51.2%	48.8%			37.9%	62.1%				
ADT/AADT		ADT 5,334		AADT 5,334							

Counts Unlimited, Inc.

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City of Aliso Viejo
Wood Canyon Drive
B/ Thistledown - Grand
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV050
Site Code: 105-25819

Start Time	9/11/25 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	32			0	35				
12:15		5	56			1	23				
12:30		5	62			1	35				
12:45		0	39	13	189	0	73	2	166	15	355
01:00		2	26			0	61				
01:15		1	24			2	26				
01:30		0	19			0	25				
01:45		2	26	5	95	1	33	3	145	8	240
02:00		2	24			1	19				
02:15		0	31			0	23				
02:30		2	48			0	36				
02:45		0	48	4	151	1	47	2	125	6	276
03:00		0	65			0	26				
03:15		0	75			0	23				
03:30		1	52			0	120				
03:45		0	43	1	235	0	43	0	212	1	447
04:00		0	36			0	44				
04:15		0	70			0	49				
04:30		0	58			0	74				
04:45		1	53	1	217	0	64	0	231	1	448
05:00		2	50			0	43				
05:15		2	53			1	45				
05:30		2	51			5	57				
05:45		5	47	11	201	1	85	7	230	18	431
06:00		3	36			0	51				
06:15		8	32			7	31				
06:30		6	32			9	37				
06:45		16	29	33	129	0	74	16	193	49	322
07:00		28	39			15	36				
07:15		97	40			60	28				
07:30		49	31			94	30				
07:45		41	26	215	136	77	13	246	107	461	243
08:00		57	18			71	10				
08:15		133	31			64	10				
08:30		78	27			65	3				
08:45		19	24	287	100	20	4	220	27	507	127
09:00		13	23			18	6				
09:15		25	16			18	0				
09:30		5	20			19	0				
09:45		25	12	68	71	33	1	88	7	156	78
10:00		15	14			23	1				
10:15		15	11			15	0				
10:30		13	2			28	0				
10:45		13	7	56	34	12	0	78	1	134	35
11:00		21	8			20	2				
11:15		22	3			17	0				
11:30		24	1			26	2				
11:45		34	3	101	15	31	0	94	4	195	19
Total		795	1573	795	1573	756	1448	756	1448	1551	3021
Combined Total		2368		2368		2204		2204		4572	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	309	-	-	-	306	-	-	-	-	-
P.H.F.		0.581				0.814					
PM Peak	-	-	02:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	240	-	-	-	256	-	-	-	-
P.H.F.			0.800				0.533				
Percentage		33.6%	66.4%			34.3%	65.7%				
ADT/AADT		ADT 4,572		AADT 4,572							

Counts Unlimited, Inc.

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City of Aliso Viejo
Wood Canyon Drive
B/ Grand - Pacific Park Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV051
Site Code: 105-25819

Start Time	9/11/25 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	28			2	29				
12:15		2	49			1	21				
12:30		3	42			3	28				
12:45		0	32	7	151	0	98	6	176	13	327
01:00		1	26			1	78				
01:15		1	22			2	39				
01:30		0	19			0	32				
01:45		0	17	2	84	0	20	3	169	5	253
02:00		0	19			1	21				
02:15		0	32			1	17				
02:30		1	38			0	33				
02:45		1	20	2	109	1	34	3	105	5	214
03:00		0	43			0	20				
03:15		0	74			2	39				
03:30		4	58			0	93				
03:45		0	37	4	212	0	32	2	184	6	396
04:00		0	38			0	44				
04:15		1	47			0	40				
04:30		2	42			3	43				
04:45		0	44	3	171	3	41	6	168	9	339
05:00		4	53			4	34				
05:15		2	52			3	44				
05:30		4	60			4	36				
05:45		6	68	16	233	5	42	16	156	32	389
06:00		7	40			8	52				
06:15		6	31			5	64				
06:30		5	22			15	35				
06:45		18	21	36	114	24	44	52	195	88	309
07:00		26	26			33	56				
07:15		88	26			60	50				
07:30		55	22			144	41				
07:45		22	23	191	97	94	19	331	166	522	263
08:00		48	15			44	18				
08:15		126	22			40	16				
08:30		48	22			26	16				
08:45		12	10	234	69	25	15	135	65	369	134
09:00		19	15			18	5				
09:15		18	11			16	8				
09:30		11	11			18	10				
09:45		20	11	68	48	23	6	75	29	143	77
10:00		18	6			16	8				
10:15		11	8			22	1				
10:30		10	3			18	2				
10:45		18	8	57	25	24	6	80	17	137	42
11:00		13	6			34	1				
11:15		18	3			20	2				
11:30		26	1			19	1				
11:45		38	2	95	12	26	1	99	5	194	17
Total		715	1325	715	1325	808	1435	808	1435	1523	2760
Combined Total		2040		2040		2243		2243		4283	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	251	-	-	-	342	-	-	-	-	-
P.H.F.		0.498				0.594					
PM Peak	-	-	05:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	233	-	-	-	247	-	-	-	-
P.H.F.			0.787				0.630				
Percentage		35.0%	65.0%			36.0%	64.0%				
ADT/AADT		ADT 4,283		AADT 4,283							

Counts Unlimited, Inc.

City of Aliso Viejo
Wood Canyon Drive
B/ Pacific Park Drive - Boundary Oak
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV052
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	48			6	40				
12:15		3	41			6	34				
12:30		7	46			2	34				
12:45		1	30	18	165	1	36	15	144	33	309
01:00		3	29			2	28				
01:15		3	47			3	45				
01:30		0	35			1	48				
01:45		1	28	7	139	1	59	7	180	14	319
02:00		1	74			2	50				
02:15		0	76			0	39				
02:30		1	46			0	49				
02:45		1	41	3	237	1	50	3	188	6	425
03:00		1	55			0	36				
03:15		1	58			0	53				
03:30		1	73			2	43				
03:45		0	61	3	247	2	61	4	193	7	440
04:00		3	76			0	93				
04:15		2	50			1	64				
04:30		5	56			0	58				
04:45		5	39	15	221	2	58	3	273	18	494
05:00		2	59			0	56				
05:15		11	60			1	72				
05:30		6	67			6	86				
05:45		14	55	33	241	13	74	20	288	53	529
06:00		22	54			17	82				
06:15		22	35			7	72				
06:30		29	46			14	56				
06:45		44	47	117	182	19	52	57	262	174	444
07:00		58	46			30	47				
07:15		66	33			31	46				
07:30		152	30			64	42				
07:45		136	28	412	137	58	44	183	179	595	316
08:00		88	22			42	48				
08:15		79	21			41	38				
08:30		87	40			45	32				
08:45		60	36	314	119	58	20	186	138	500	257
09:00		41	22			66	26				
09:15		54	14			41	24				
09:30		51	8			34	20				
09:45		27	14	173	58	47	16	188	86	361	144
10:00		36	16			37	18				
10:15		37	4			40	23				
10:30		29	7			34	14				
10:45		34	3	136	30	27	7	138	62	274	92
11:00		30	8			35	6				
11:15		31	4			26	14				
11:30		36	3			38	10				
11:45		46	3	143	18	30	6	129	36	272	54
Total		1374	1794	1374	1794	933	2029	933	2029	2307	3823
Combined Total		3168		3168		2962		2962		6130	
AM Peak	-	07:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	455	-	-	-	210	-	-	-	-	-
P.H.F.		0.748				0.795					
PM Peak	-	-	03:15	-	-	-	05:15	-	-	-	-
Vol.	-	-	268	-	-	-	314	-	-	-	-
P.H.F.			0.882				0.913				
Percentage		43.4%	56.6%			31.5%	68.5%				
ADT/AADT		ADT 6,130		AADT 6,130							

Counts Unlimited, Inc.

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City of Victorville
Wood Canyon Drive
B/ Boundary Oak - Calypso Street
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV053
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	52			2	34				
12:15		11	49			3	46				
12:30		1	37			3	47				
12:45		2	46	21	184	1	42	9	169	30	353
01:00		0	40			1	46				
01:15		2	46			0	40				
01:30		2	54			1	41				
01:45		2	48	6	188	1	38	3	165	9	353
02:00		1	43			1	59				
02:15		0	42			0	60				
02:30		1	58			0	58				
02:45		1	38	3	181	0	35	1	212	4	393
03:00		2	81			2	50				
03:15		1	71			3	58				
03:30		1	72			2	67				
03:45		2	74	6	298	2	78	9	253	15	551
04:00		1	66			1	89				
04:15		1	65			1	58				
04:30		5	64			2	60				
04:45		4	69	11	264	10	61	14	268	25	532
05:00		3	96			3	70				
05:15		4	81			12	76				
05:30		6	78			17	74				
05:45		12	66	25	321	24	78	56	298	81	619
06:00		16	57			15	49				
06:15		27	60			17	66				
06:30		19	67			24	66				
06:45		44	62	106	246	28	67	84	248	190	494
07:00		46	70			28	50				
07:15		86	61			55	44				
07:30		62	39			93	29				
07:45		56	45	250	215	74	28	250	151	500	366
08:00		72	47			66	32				
08:15		84	41			62	26				
08:30		56	76			87	30				
08:45		47	47	259	211	62	18	277	106	536	317
09:00		42	33			48	12				
09:15		47	16			50	27				
09:30		24	18			46	23				
09:45		32	20	145	87	56	14	200	76	345	163
10:00		35	10			43	11				
10:15		39	14			34	10				
10:30		32	10			36	9				
10:45		36	13	142	47	45	10	158	40	300	87
11:00		34	9			37	11				
11:15		36	6			43	4				
11:30		36	7			50	4				
11:45		48	4	154	26	36	3	166	22	320	48
Total		1128	2268	1128	2268	1227	2008	1227	2008	2355	4276
Combined Total		3396		3396		3235		3235		6631	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	276	-	-	-	295	-	-	-	-	-
P.H.F.		0.802				0.793					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	324	-	-	-	298	-	-	-	-
P.H.F.			0.844				0.837				
Percentage		33.2%	66.8%			37.9%	62.1%				
ADT/AADT		ADT 6,631		AADT 6,631							

Counts Unlimited, Inc.

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City of Aliso Viejo
Wood Canyon Drive
B/ Knollwood - Hope Street
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV054
Site Code: 105-25819

Start Time	9/10/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	55			2	43				
12:15		1	44			5	63				
12:30		4	36			3	52				
12:45		1	43	11	178	6	51	16	209	27	387
01:00		0	39			1	46				
01:15		5	62			2	56				
01:30		0	54			3	53				
01:45		0	58	5	213	0	66	6	221	11	434
02:00		0	40			1	36				
02:15		1	81			1	61				
02:30		1	56			1	59				
02:45		1	71	3	248	1	57	4	213	7	461
03:00		1	58			1	58				
03:15		0	53			0	68				
03:30		2	62			1	89				
03:45		0	73	3	246	2	78	4	293	7	539
04:00		0	75			0	88				
04:15		3	72			0	85				
04:30		4	72			2	56				
04:45		1	85	8	304	2	67	4	296	12	600
05:00		3	80			1	87				
05:15		14	65			4	98				
05:30		11	92			6	79				
05:45		18	80	46	317	12	63	23	327	69	644
06:00		25	55			8	78				
06:15		23	69			16	82				
06:30		30	72			13	70				
06:45		38	52	116	248	20	72	57	302	173	550
07:00		41	56			32	74				
07:15		70	43			58	63				
07:30		112	41			33	66				
07:45		101	38	324	178	47	68	170	271	494	449
08:00		96	20			57	59				
08:15		81	29			64	47				
08:30		53	30			60	52				
08:45		70	24	300	103	40	48	221	206	521	309
09:00		34	20			54	50				
09:15		46	15			36	32				
09:30		50	10			28	26				
09:45		42	10	172	55	35	18	153	126	325	181
10:00		60	12			40	7				
10:15		30	9			48	20				
10:30		52	10			38	14				
10:45		49	3	191	34	35	16	161	57	352	91
11:00		35	5			40	19				
11:15		33	12			44	8				
11:30		47	5			42	7				
11:45		58	0	173	22	54	6	180	40	353	62
Total		1352	2146	1352	2146	999	2561	999	2561	2351	4707
Combined Total		3498		3498		3560		3560		7058	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	390	-	-	-	228	-	-	-	-	-
P.H.F.		0.871				0.891					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	322	-	-	-	340	-	-	-	-
P.H.F.			0.875				0.955				
Percentage		38.7%	61.3%			28.1%	71.9%				
ADT/AADT		ADT 7,058		AADT 7,058							

Counts Unlimited, Inc.

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City of Aliso Viejo
Wood Vista Way
B/ Hopseed - Canyon Vistas
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

ASV055
Site Code: 105-25819

Start Time	9/11/25 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	19			0	19				
12:15		0	18			0	14				
12:30		0	18			0	12				
12:45		0	8	2	63	1	19	1	64	3	127
01:00		0	18			0	36				
01:15		0	13			0	14				
01:30		0	13			0	18				
01:45		0	16	0	60	0	9	0	77	0	137
02:00		0	8			0	11				
02:15		0	14			1	17				
02:30		0	19			0	16				
02:45		0	19	0	60	0	16	1	60	1	120
03:00		0	20			0	20				
03:15		0	16			0	23				
03:30		2	18			0	40				
03:45		0	14	2	68	0	22	0	105	2	173
04:00		1	22			0	19				
04:15		0	16			2	27				
04:30		1	22			0	20				
04:45		2	18	4	78	1	22	3	88	7	166
05:00		4	24			1	34				
05:15		7	18			1	23				
05:30		4	30			1	23				
05:45		6	13	21	85	2	32	5	112	26	197
06:00		14	20			1	24				
06:15		19	12			2	32				
06:30		13	18			2	16				
06:45		15	16	61	66	6	38	11	110	72	176
07:00		18	12			8	32				
07:15		52	12			7	22				
07:30		36	12			19	26				
07:45		36	6	142	42	24	20	58	100	200	142
08:00		26	4			14	21				
08:15		25	4			16	20				
08:30		24	11			18	13				
08:45		19	5	94	24	14	16	62	70	156	94
09:00		14	6			7	8				
09:15		12	5			8	13				
09:30		18	5			9	10				
09:45		12	5	56	21	8	7	32	38	88	59
10:00		16	10			15	7				
10:15		12	6			9	7				
10:30		15	3			14	6				
10:45		18	0	61	19	10	1	48	21	109	40
11:00		8	1			12	3				
11:15		11	1			5	3				
11:30		14	0			20	3				
11:45		4	0	37	2	8	3	45	12	82	14
Total		480	588	480	588	266	857	266	857	746	1445
Combined Total		1068		1068		1123		1123		2191	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	150	-	-	-	73	-	-	-	-	-
P.H.F.		0.721				0.760					
PM Peak	-	-	04:45	-	-	-	06:15	-	-	-	-
Vol.	-	-	90	-	-	-	118	-	-	-	-
P.H.F.			0.750				0.776				
Percentage		44.9%	55.1%			23.7%	76.3%				
ADT/AADT		ADT 2,191		AADT 2,191							



Appendix D

Traffic and Engineering Surveys for Speed Zoning

CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Alicia Parkway Between City Limits and SR-73
Date of Survey: 9/10/25 Time of Survey: 9:00 - 9:20 Weather during Survey: Clear
Length of Roadway: 0.38 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 54 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☒ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Alicia Parkway Between SR-73 and Pacific Park Dr.
Date of Survey: 9/10/25 Time of Survey: 12:05 - 12:25 Weather during Survey: Clear
Length of Roadway: 0.33 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 53 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☒ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Aliso Creek Road Between Alicia Pkwy. and Aliso Viejo Pkwy. (South)
Date of Survey: 9/23/25 Time of Survey: 12:00 - 12:20 Weather during Survey: Clear
Length of Roadway: 0.84 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 53 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|---|
| <ul style="list-style-type: none">☒ Employment Centers☒ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☒ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|---|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Aliso Creek Road Between Aliso Viejo Pkwy. (South) and Pacific Park Dr.
Date of Survey: 9/23/25 Time of Survey: 10:35 - 10:55 Weather during Survey: Clear
Length of Roadway: 0.48 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 55 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|---|
| <ul style="list-style-type: none">☐ Employment Centers☒ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|---|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Aliso Creek Road Between Pacific Park Dr. and Glenwood Dr.
Date of Survey: 9/10/25 Time of Survey: 12:45 - 1:05 Weather during Survey: Clear
Length of Roadway: 1.90 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 47 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|---|---|
| <p>☒ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☐ 10 MPH Pace Speed</p> <p>☐ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Aliso Creek Road Between Glenwood Dr. and El Toro Rd.
Date of Survey: 9/11/25 Time of Survey: 11:00 - 11:20 Weather during Survey: Clear
Length of Roadway: 1.16 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 52 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Aliso Viejo Parkway Between Moulton Pkwy. and Aliso Creek Rd. (North)
Date of Survey: 9/10/25 Time of Survey: 2:55 - 3:15 Weather during Survey: Clear
Length of Roadway: 0.51 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 53 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|---|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☒ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|---|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Aliso Viejo Parkway Between Aliso Creek Rd. (North) and Enterprise
Date of Survey: 9/10/25 Time of Survey: 3:15 - 3:35 Weather during Survey: Clear
Length of Roadway: 0.62 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 50 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Aliso Viejo Parkway Between Enterprise and Aliso Creek Rd. (South)
Date of Survey: 9/17/25 Time of Survey: 1:25 - 1:45 Weather during Survey: Clear
Length of Roadway: 1.44 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 54 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|---|
| <ul style="list-style-type: none">☒ Employment Centers☒ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☒ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|---|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Autumnglen Between Aliso Creek Rd. and Summerfield
Date of Survey: 9/11/25 Time of Survey: 2:45 - 3:45 Weather during Survey: Clear
Length of Roadway: 0.26 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 30 MPH Critical Speed (85th Percentile Speed): 33 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Boundary Oak Between Wood Canyon Dr. and Pacific Grove Dr.
Date of Survey: 9/17/25 Time of Survey: 2:30 - 3:00 Weather during Survey: Clear
Length of Roadway: 0.43 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Canyon Vistas Between Pacific Park Dr and Silkwood
Date of Survey: 9/17/25 Time of Survey: 11:25 - 12:35 Weather during Survey: Clear
Length of Roadway: 0.48 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 37 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Canyon Wren Lane Between Westwing and El Toro Rd.
Date of Survey: 9/11/25 Time of Survey: 9:00 - 9:55 Weather during Survey: Clear
Length of Roadway: 0.56 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 39 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Cedarbrook Between Glenwood Dr. and Da Vinci
Date of Survey: 9/9/25 Time of Survey: 11:20 - 1:15 Weather during Survey: Clear
Length of Roadway: 0.20 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 30 MPH Critical Speed (85th Percentile Speed): 32 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Cedarbrook Between Glenwood Dr. and Aliso Viejo Pkwy.
Date of Survey: 9/9/25 Time of Survey: 3:10 - 3:55 Weather during Survey: Clear
Length of Roadway: 0.62 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 35 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Cedarbrook Between Aliso Viejo Pkwy. and Park
Date of Survey: 9/10/25 Time of Survey: 1:05 - 2:00 Weather during Survey: Clear
Length of Roadway: 0.72 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 37 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Chase Between Pacific Park Dr. and Thistledown
Date of Survey: 9/16/25 Time of Survey: 12:45 - 1:05 Weather during Survey: Clear
Length of Roadway: 0.45 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 32 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: City Lights Drive Between Pacific Park Dr. and Grand
Date of Survey: 9/17/25 Time of Survey: 12:35 - 1:25 Weather during Survey: Clear
Length of Roadway: 0.26 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 38 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks (Northbound)☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Columbia Between Aliso Creek Rd. and Aliso Viejo Pkwy.
Date of Survey: 9/11/25 Time of Survey: 12:10 - 1:05 Weather during Survey: Clear
Length of Roadway: 0.31 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Da Vinci Between Glenwood Dr. and Cedarbrook
Date of Survey: 9/9/25 Time of Survey: 10:00 - 11:20 Weather during Survey: Clear
Length of Roadway: 0.37 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 30 MPH Critical Speed (85th Percentile Speed): 30 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Deerhurst Between Pacific Park Dr. and Wolverine Wy.
Date of Survey: 9/23/25 Time of Survey: 9:00 - 9:50 Weather during Survey: Clear
Length of Roadway: 0.67 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 41 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☒ Parks, Multi-use Trails, or Recreations☒ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Eastwind Between Briarglen and Amber
Date of Survey: 9/9/25 Time of Survey: 1:35 - 3:10 Weather during Survey: Clear
Length of Roadway: 0.30 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 30 MPH Critical Speed (85th Percentile Speed): 34 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks (Westbound)☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Eastwing Between Westwing and Aliso Creek Rd.
Date of Survey: 9/11/25 Time of Survey: 11:20 - 12:10 Weather during Survey: Clear
Length of Roadway: 0.60 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 40 MPH Critical Speed (85th Percentile Speed): 42 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Enterprise Between Pacific Park Dr. and Aliso Viejo Pkwy.
Date of Survey: 9/10/25 Time of Survey: 3:35 - 4:00 Weather during Survey: Clear
Length of Roadway: 0.40 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 38 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Enterprise Between Aliso Viejo Pkwy. and Aliso Creek Rd.
Date of Survey: 9/11/25 Time of Survey: 1:05 - 1:35 Weather during Survey: Clear
Length of Roadway: 0.57 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 40 MPH Critical Speed (85th Percentile Speed): 37 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Glenwood Drive Between Moulton Pkwy. and Aliso Creek Rd.
Date of Survey: 9/9/25 Time of Survey: 1:15 - 1:35 Weather during Survey: Clear
Length of Roadway: 0.74 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 50 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Glenwood Drive Between Aliso Creek Rd. and Enterprise
Date of Survey: 9/17/25 Time of Survey: 1:45 - 2:05 Weather during Survey: Clear
Length of Roadway: 0.67 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 53 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|---|
| <ul style="list-style-type: none">☒ Employment Centers☒ Presence of Retail☒ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|---|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Hollyoak Between Alicia Pkwy. and Laurelmont
Date of Survey: 9/10/25 Time of Survey: 9:20 - 10:15 Weather during Survey: Clear
Length of Roadway: 0.23 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 25 MPH Critical Speed (85th Percentile Speed): 28 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

25 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Hopseed Between Wood Vista Way and Hollyleaf
Date of Survey: 1/15/2026 Time of Survey: 12:00 - 11:59 Weather during Survey: Clear
Length of Roadway: 0.38 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 25 MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

25 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☒ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Journey Between Pacific Park Dr. and Aliso Creek Rd.
Date of Survey: 9/23/25 Time of Survey: 10:55 - 12:00 Weather during Survey: Clear
Length of Roadway: 0.35 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: La Paz Road Between Pacific Park Dr. and SR-73
Date of Survey: 9/10/25 Time of Survey: 11:25 - 11:45 Weather during Survey: Clear
Length of Roadway: 0.31 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 45 MPH Critical Speed (85th Percentile Speed): 47 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Laurelmont Between Alicia Pkwy. and Hollyoak
Date of Survey: 9/10/25 Time of Survey: 10:15 - 11:25 Weather during Survey: Clear
Length of Roadway: 0.26 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 25 MPH Critical Speed (85th Percentile Speed): 32 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

25 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Liberty Between Aliso Viejo Pkwy. and Aliso Creek Rd.
Date of Survey: 9/23/25 Time of Survey: 2:55 - 3:30 Weather during Survey: Clear
Length of Roadway: 0.79 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 45 MPH Critical Speed (85th Percentile Speed): 39 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

40 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Oakgrove Between Pacific Grove Dr. and Wood Canyon Dr. (North)
Date of Survey: 9/17/25 Time of Survey: 2:05 - 2:30 Weather during Survey: Clear
Length of Roadway: 0.21 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 39 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Oak View Drive Between Westridge Dr. and Wood Canyon Dr.
Date of Survey: 9/17/25 Time of Survey: 9:55 - 10:40 Weather during Survey: Clear
Length of Roadway: 0.78 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 40 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☒ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|---|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Pacific Park Drive Between Enterprise and Chase
Date of Survey: 9/16/25 Time of Survey: 12:25 - 12:45 Weather during Survey: Clear
Length of Roadway: 0.64 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 57 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|---|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|--|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Pacific Park Drive Between Chase and Aliso Viejo Pkwy.
Date of Survey: 9/17/25 Time of Survey: 9:35 - 9:55 Weather during Survey: Clear
Length of Roadway: 0.82 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 55 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|---|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|--|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Pacific Park Drive Between Aliso Viejo Pkwy. and Alicia Pkwy.
Date of Survey: 9/10/25 Time of Survey: 12:25 - 12:45 Weather during Survey: Clear
Length of Roadway: 0.97 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 50 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|---|
| <ul style="list-style-type: none">☐ Employment Centers☒ Presence of Retail☒ Parks, Multi-use Trails, or Recreations☒ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☒ Presence of Bikeways☐ Other: _____ |
|---|---|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Pacific Park Drive Between Alicia Pkwy. and Mareblu
Date of Survey: 9/10/25 Time of Survey: 11:45 - 12:05 Weather during Survey: Clear
Length of Roadway: 0.78 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 45 MPH Critical Speed (85th Percentile Speed): 51 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☒ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Peppertree Between Pacific Park Dr. and knuckle curve
Date of Survey: 9/16/25 Time of Survey: 1:05 - 2:10 Weather during Survey: Clear
Length of Roadway: 0.37 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Pursuit Between Liberty and curve
Date of Survey: 9/23/25 Time of Survey: 1:25 - 2:55 Weather during Survey: Clear
Length of Roadway: 0.35 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 35 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Pursuit Between Curve and Aliso Creek Rd.
Date of Survey: 9/23/25 Time of Survey: 12:20 - 1:25 Weather during Survey: Clear
Length of Roadway: 0.41 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 34 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Sanborn Between Chase and Wood Canyon Dr.
Date of Survey: 9/16/25 Time of Survey: 2:10 - 2:55 Weather during Survey: Clear
Length of Roadway: 0.41 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 25 MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

25 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☒ Parks, Multi-use Trails, or Recreations☒ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Summerfield Between Aliso Creek Rd. and Autumnglen
Date of Survey: 9/11/25 Time of Survey: 1:35 - 2:45 Weather during Survey: Clear
Length of Roadway: 0.28 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 30 MPH Critical Speed (85th Percentile Speed): 34 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Via Iglesia Between Moulton Pkwy. and cul-de-sac
Date of Survey: 9/9/25 Time of Survey: 9:00 - 10:00 Weather during Survey: Clear
Length of Roadway: 0.62 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 25 MPH Critical Speed (85th Percentile Speed): 27 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

25 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Westwing Between Calle Corta and Aliso Creek Rd.
Date of Survey: 9/11/25 Time of Survey: 9:55 - 10:20 Weather during Survey: Clear
Length of Roadway: 0.35 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 39 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Westwing Between Aliso Creek Rd. and Eastwing
Date of Survey: 9/11/25 Time of Survey: 10:20 - 11:00 Weather during Survey: Clear
Length of Roadway: 0.48 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 35 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

35 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Windsong Between Aliso Creek Rd. and Cedarbrook
Date of Survey: 9/10/25 Time of Survey: 2:00 - 2:55 Weather during Survey: Clear
Length of Roadway: 0.27 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 30 MPH Critical Speed (85th Percentile Speed): 33 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Wolverine Way Between Aliso Creek Rd. and cul-de-sac
Date of Survey: 9/23/25 Time of Survey: 9:50 - 10:35 Weather during Survey: Clear
Length of Roadway: 0.38 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 37 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Wood Canyon Drive Between Thistledown and Grand
Date of Survey: 9/17/25 Time of Survey: 9:00 - 9:35 Weather during Survey: Clear
Length of Roadway: 0.36 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Wood Canyon Drive Between Grand and Pacific Park Dr.
Date of Survey: 9/16/25 Time of Survey: 2:55 - 3:45 Weather during Survey: Clear
Length of Roadway: 0.39 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 38 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☒ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|---|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☒ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☒ Presence of Sidewalks☒ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|---|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Wood Canyon Drive Between Pacific Park Dr. and Boundary Oak
Date of Survey: 9/23/25 Time of Survey: 3:30 - 3:50 Weather during Survey: Clear
Length of Roadway: 0.68 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 43 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- ☒ No reduction is applied to the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
- ☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.
- ☐ Roadway characteristics not readily apparent to a driver, such as:
- ☐ Sight Distance Constraints
 - ☐ Lack of Sidewalks
 - ☐ Other: _____
- ☐ 10 MPH Pace Speed
- ☐ Parking Practices
- ☐ Residence District
- ☐ Local Street

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- ☐ Employment Centers
 - ☐ Presence of Retail
 - ☐ Parks, Multi-use Trails, or Recreations
 - ☐ Schools / Universities
 - ☐ Senior Centers
 - ☐ Cultural Areas
 - ☐ Religious Facilities
 - ☐ Health / Medical Facilities
 - ☐ Transit Stops / Transit Oriented Developments
 - ☐ Transit Priority Areas
 - ☐ Presence of Sidewalks
 - ☐ Presence of Crosswalks
 - ☐ Presence of Bikeways
 - ☐ Other: _____
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Wood Canyon Drive Between Boundary Oak and Calypso St.
Date of Survey: 9/17/25 Time of Survey: 10:40 - 11:05 Weather during Survey: Clear
Length of Roadway: 0.31 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 50 MPH Critical Speed (85th Percentile Speed): 49 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Wood Canyon Drive Between Knollwood and Hope St.
Date of Survey: 9/17/25 Time of Survey: 11:05 - 11:25 Weather during Survey: Clear
Length of Roadway: 1.02 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: 45 MPH Critical Speed (85th Percentile Speed): 52 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

45 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
|--|--|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Wood Vista Way Between Hopseed and Canyon Vistas
Date of Survey: 9/16/25 Time of Survey: 11:00 - 12:25 Weather during Survey: Clear
Length of Roadway: 0.22 Miles Roadway Width More Than 40 feet¹: No
Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 33 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 1/23/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Argonaut Loop Between Argonaut and Glenwood Dr.
Date of Survey: 3/19/2026 Time of Survey: 12:00 - 11:59 Weather during Survey: Clear
Length of Roadway: 0.65 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: Not Posted MPH Critical Speed (85th Percentile Speed): 35 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 4/10/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Brookline Between End of Street and Aliso Creek Rd.
Date of Survey: 3/19/2026 Time of Survey: 12:00 - 11:59 Weather during Survey: Clear
Length of Roadway: 0.36 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: Not Posted MPH Critical Speed (85th Percentile Speed): 36 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 4/10/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☐ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☐ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
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|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Columbia Loop Between Columbia and Columbia
Date of Survey: 3/19/2026 Time of Survey: 12:00 - 11:59 Weather during Survey: Clear
Length of Roadway: 0.33 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: Not Posted MPH Critical Speed (85th Percentile Speed): 31 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

25 MPH Bryan Estrada, T.E. 4/10/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|--|--|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Journey Loop Between Journey and Journey
Date of Survey: 3/26/2026 Time of Survey: 12:00 - 11:59 Weather during Survey: Clear
Length of Roadway: 0.60 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: Not Posted MPH Critical Speed (85th Percentile Speed): 35 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

30 MPH Bryan Estrada, T.E. 4/10/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

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|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <ul style="list-style-type: none">☐ Parking Practices☐ Residence District☐ Local Street |
|---|---|

PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.



CITY OF ALISO VIEJO
TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

Roadway: Morning Ridge / Creekside / Woodside Between Pacific Park Dr. and Alicia Pkwy.
Date of Survey: 3/19/2026 Time of Survey: 12:00 - 11:59 Weather during Survey: Clear
Length of Roadway: 0.71 Miles Roadway Width More Than 40 feet¹: Yes
Posted Speed Limit: Not Posted MPH Critical Speed (85th Percentile Speed): 28 MPH

SPEED LIMIT RECOMMENDATION

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

25 MPH Bryan Estrada, T.E. 4/10/2026
Principal Engineer Date

PART A - JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED²

- | | |
|---|---|
| <p>☐ No reduction is applied to the 85th percentile speed.</p> <p>☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.</p> <p>☒ Roadway characteristics not readily apparent to a driver, such as:</p> <ul style="list-style-type: none">☒ Sight Distance Constraints☐ Lack of Sidewalks☐ Other: _____ | <p>☐ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed.</p> <p>☒ 10 MPH Pace Speed</p> <p>☒ Parking Practices</p> <p>☐ Residence District</p> <p>☐ Local Street</p> |
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PART B - JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED³

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| <ul style="list-style-type: none">☐ Employment Centers☐ Presence of Retail☐ Parks, Multi-use Trails, or Recreations☐ Schools / Universities☐ Senior Centers☐ Cultural Areas☐ Religious Facilities | <ul style="list-style-type: none">☐ Health / Medical Facilities☐ Transit Stops / Transit Oriented Developments☐ Transit Priority Areas☐ Presence of Sidewalks☐ Presence of Crosswalks☐ Presence of Bikeways☐ Other: _____ |
|--|--|
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

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²Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

³Part B justification refers to guidelines established per CVC Section 235, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12.4 MPH of 85th percentile speed.

