CITY COUNCIL OF MONTEREY PARK
THE CITY COUNCIL ACTING ON BEHALF OF THE SUCCESSOR AGENCY OF THE FORMER REDEVELOPMENT AGENCY, THE HOUSING AUTHORITY, THE MONTEREY PARK FINANCING AUTHORITY AND THE MONTEREY PARK GEOLOGIC HAZARD ABATEMENT DISTRICT
AGENDA

REGULAR CITY COUNCIL MEETING
MONTEREY PARK CITY HALL COUNCIL CHAMBERS
320 W. NEWMARK AVENUE, MONTEREY PARK, CA 91754

Wednesday
January 15, 2025
6:30 p.m.

MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent service, foster growth and opportunity, and create a joyous and collaborative environment.

LAND ACKNOWLEDGMENT

We would like to acknowledge that the land we inhabit today was once known as Tovangaar, the home of the Gabrieleño-Tongva people. We show our respect to the Gabrieleño-Tongva people, as well as all Indigenous people, past, present, and future, and honor their labor as original caretakers of this land. We commit to uplifting the Gabrieleño-Tongva people, invite you to acknowledge the history, and join us in caring for this land.

GENERAL INFORMATION

Documents related to an Agenda item are available to the public in the City Clerk's Office located at 320 West Newmark Avenue, Monterey Park, CA 91754, during normal business hours and the City's website at http://www.montereypark.ca.gov/AgendaCenter/City-Council-17.

The public may watch the meeting live on the city's cable channel MPKTV (AT&T U-verse, channel 99 or Charter Communications, channel 182) or by visiting the city's website at http://www.montereypark.ca.gov/133/City-Council-Meeting-Videos. Per the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call City Hall at (626) 307-1359 for reasonable accommodation at least 24 hours before a meeting. Council Chambers are wheelchair accessible.

PUBLIC PARTICIPATION

You may speak up to 5 minutes on an/each Agenda item. You may combine up to 2 minutes of time with another person's speaking. No person may speak more than a total of 10 minutes. The Mayor and City Council may change the amount of time allowed for speakers. Written Communication will be accepted up to 24 hours before the meeting via email to mpclerk@montereypark.ca.gov or by completing an online form at www.montereypark.ca.gov/writtencomm.

While all comments are welcome, the Brown Act does not allow the City Council to take action on any item not on the agenda. The Council may briefly respond to comments after Public Communications is closed. Persons may, in addition to any other matter within the City Council's subject-matter jurisdiction, comment on Agenda Items at this time. If you provide public comment on a specific Agenda item at this time, however, you cannot later provide comments at the time the Agenda Item is considered.

CALL TO ORDER **Mayor**
FLAG SALUTE **The Monterey Park Police Explorers**
ROLL CALL **Henry Lo, Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang**

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

PUBLIC COMMUNICATIONS

STAFF COMMUNICATIONS:

- City Manager's Office
- Library
- Community Development

[1.] PRESENTATION

1-A. DEVELOPMENT UPDATES – COMMUNITY DEVELOPMENT

[2.] OLD BUSINESS

2-A. UPDATE ON THE WORK OF THE JANUARY 21 MEMORIAL AD HOC SUBCOMMITTEE AND CONSIDERATION OF FURTHER ACTION

It is recommended that the City Council consider:

(1) Receiving and filing this report on the permanent memorial process;
(2) Providing further direction to staff on next steps; and
(3) Taking such additional, related, action that may be desirable.

2-B. DISCUSSION OF FINDINGS ON CITY'S UPDATED INCLUSIONARY HOUSING ORDINANCE FEASIBILITY/FEE STUDY

It is recommended that the City Council consider:

(1) Receiving and filing the report and presentation;
(2) Providing direction to staff; and
(3) Taking such additional, related, action that may be desirable.

[3.] CONSENT CALENDAR ITEM NOS. 3A-3G

All items under the Consent Calendar are considered by the City Council to be routine and will be enacted by one motion. Specific items may be removed from the Consent Calendar at the request of any member of the City Council for separate consideration.

3-A. MONTHLY INVESTMENT REPORT – DECEMBER 2024

It is recommended that the City Council consider:

(1) Receiving and filing the monthly investment report; and
(2) Taking such additional, related, action that may be desirable.

3-B. WAIVE FURTHER READING AND ADOPT AN ORDINANCE ESTABLISHING A BUSINESS LICENSE TAX SCHEDULE

It is recommended that the City Council consider:

(1) Waiving the second reading and adopting the proposed ordinance; and

(2) Taking such additional, related, action that may be desirable.

3-C. WAIVE FURTHER READING AND ADOPT AN ORDINANCE SETTING SPEED LIMITS BASED UPON CERTIFICATION OF THE 2017 ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS EFFECTIVE THROUGH OCTOBER 2031 AND THE 2024 ENGINEERING AND TRAFFIC SURVEY OF 26 LOCATIONS FOR SPEED LIMITS THROUGH OCTOBER 2038

It is recommended that the City Council consider:

(1) Waiving the second reading and adopting the proposed ordinance; and

(2) Taking such additional, related, action that may be desirable.

3-D CONSIDERATION AND POSSIBLE ACTION TO WAIVE SECOND READING OF AN ORDINANCE AMENDING THE MONTEREY PARK MUNICIPAL CODE CHAPTER 2.32 UPDATING EMPLOYEE RELATIONS

It is recommended that the City Council consider:

(1) Waiving second reading and adopting the proposed ordinance amending Chapter 2.32 of Monterey Park Municipal Code (“MPMC”) revising Employee Relations procedures; and

(2) Taking such additional, related, action that may be desirable.

3-E. RECEIVE AND FILE THE FIRE DEPARTMENT’S 2024 ANNUAL REPORT

It is recommended that the City Council consider:

(1) Receiving and filing the Fire Department’s 2024 Annual Report; and

(2) Taking such additional, related, action that may be desirable.

3-F. RECEIVE AND FILE STAFF REPORT SUMMARIZING THE STATUS OF THE EMERGENCY REPLACEMENT OF FIRE DEPARTMENT SELF-CONTAINED BREATHING APPARATUSES

It is recommended that the City Council consider:

(1) Receiving and Filing the staff report summarizing the status of the emergency replacement of self-contained breathing apparatuses; and

(2) Taking such additional, related, action that may be desirable.

3-G. AWARD OF PROFESSIONAL SERVICES AGREEMENT TO KIMLEY-HORN AND ASSOCIATES, INC. FOR THE PREPARATION OF PLANS, SPECIFICATIONS AND ENGINEER’S ESTIMATES (“PS&E”) FOR MONTEREY PASS ROAD COMPLETE STREET PROJECT

It is recommended that the City Council consider:

(1) Authorizing the City Manager to execute a Professional Services agreement with Kimley-Horn and Associates, Inc. for the preparation of PS&E for Monterey Pass Road Complete Street Project in an amount not to exceed $1,883,170; and

(2) Taking such additional, related, action that may be desirable.

[4.] PUBLIC HEARING – None.

[5.] NEW BUSINESS

5-A. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK, CALIFORNIA APPOINTING COUNCIL REPRESENTATIVES TO SPECIFIC ORGANIZATIONS

It is recommended that the City Council consider:

(1) Adopting a Resolution appointing representatives to specific organizations; and

(2) Taking such additional, related, action that may be desirable.

[6.] CITY COMMUNICATIONS (CITY COUNCIL)

6-A. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK, CALIFORNIA DECLARING THE MONTH OF JANUARY 2025 AS NATIONAL HUMAN TRAFFICKING PREVENTION MONTH (AS REQUESTED BY COUNCIL MEMBER SANCHEZ)

It is recommended that the City Council consider:

(1) Adopting a Resolution declaring the month of January 2025 as National Human Trafficking Prevention Month; and

(2) Taking such additional, related, action that may be desirable.

[7.] FUTURE AGENDA ITEMS

[8.] CLOSED SESSION (IF REQUIRED; CITY ATTORNEY TO ANNOUNCE)

ADJOURN

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Old Business - 2A

TO: The Honorable Mayor and City Council

FROM: Diana Garcia, Assistant City Manager

SUBJECT: Update on the Work of the January 21 Memorial Ad Hoc Subcommittee and Consideration of Further Action

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing this report on the permanent memorial process;
2. Providing further direction to staff on next steps; and
3. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The January 21 Memorial Ad Hoc Subcommittee made progress in exploring options for a permanent memorial to honor the victims of the 2023 mass shooting and learning more about how other communities affected by mass violence have addressed this important work. Staff is updating Council on the progress of the Subcommittee and asking for further direction from City Council on next steps.

BACKGROUND:

In response to the tragic mass shooting on January 21, 2023, which claimed 11 lives, the City of Monterey Park has worked to support the community's mental health and healing in variety of ways, from providing support and counseling in City facilities, to assisting with the opening of the MPK Hope Resiliency Center and the establishment of the MPK Healing Fund, to holding events to bring community members together to remember and honor victims and survivors.

Since the shooting, the City has also considered the establishment a permanent memorial to honor the victims and support community healing.

➢ Preliminary Research and the First 12 Months

At the City Council meeting on September 6, 2023, in order to help guide initial discussion and inform any next steps the Council was provided with preliminary research on memorials for six mass casualty events in the United States: Sandy Hook Elementary School (Sandy Hook, Connecticut), Route 91 Harvest Music Festival (Las Vegas, Nevada), Inland Regional Center Attack (San Bernardino, California), Borderline Bar and

Grill Shooting (Thousand Oaks, CA), PULSE Nightclub (Orlando, Florida), and the Virginia Tech Shooting (Blacksburg, Virginia) .

The City Council initially considered the six different memorial committees, their composition, methods of community input, responsibilities, timelines and budgets. At that point, the discussion was preliminary, as mass casualty experts that staff had consulted with advised that it was very early in the healing process to begin to make decisions on a permanent memorial.

On January 21, 2024, the City held a vigil to mark one year since the shooting and to allow the community to come together in unity and support. The event incorporated Buddhist chanting, prayer, a Tongva blessing, music from Mark Keppel's string quintet, and remarks from City of Monterey Park elected officials, and survivors, family and community members. The City has a vigil to mark the second year since the shooting scheduled for January 21, 2025 at 6:00 p.m. in front of Monterey Park City Hall.

- **Council-Established Ad Hoc Subcommittee**

In May 2024, staff brought the permanent memorial discussion back to City Council, and an ad hoc subcommittee to further consider the issue of a permanent memorial in Monterey Park was established. The subcommittee is comprised of two members of the City Council: Mayor Thomas Wong and Councilmember Henry Lo.

Since its establishment, the subcommittee, along with City Manager Inez Alvarez and Assistant City Manager Diana Garcia, has met with individuals who have personal experience setting up memorials in the aftermath of mass casualty incidents, including Tennille Pereira, who has worked to support the community in the aftermath of the Route 91 shooting in Las Vegas and Anita Ahuja, who has helped communities respond to mass violence for over twenty years. The subcommittee has considered various topics associated with the establishment of a memorial, including funding, outreach and communication, staffing, committee composition, professional facilitators, memorial design, request for proposal processes, and project timelines.

- **Partnership with Chinatown Service Center**

Since the mass shooting, City staff has worked closely with the Chinatown Service Center (CSC) to support the community's healing. In September 2024, Nina Loc, CSC's Chief Behavioral Health Officer and then Director of the MPK Hope Resiliency Center, informed staff that CSC was initiating discussions with the family members of victims and the survivors about their sentiments on a permanent memorial. As a part of this feedback process CSC staff also created a survey to gather additional feedback from victims and survivors about the permanent memorial.

After approximately three months of discussions and surveying the family members and survivors, CSC staff pushed the survey out in January 2025 to the greater community to

gather input. This survey will run through the end of February 2025. The City has shared the survey via social media, the City website, and promotion in our City facilities, and will distribute paper survey at the Bruggemeyer Library and the Langley Senior Center.

Initial survey results indicate a general interest in establishing a memorial, though 5% of respondents indicated that they are "uncertain", and another 5% are "not interested" in establishing a memorial. Respondent largely support an outdoor garden memorial, or a mural, memorial wall or sculpture.

- **Next Steps**

In cities affected by mass casualty events, outreach efforts to establish a permanent memorial—such as surveys, meetings, and town hall events—are often led by Resiliency Center staff who maintain close ties to the impacted communities. These efforts help ensure that the memorial reflects the desires and needs of those most affected.

In Monterey Park, staff from the MPK Hope Resiliency Center are continuing to survey residents through at least February 2025 to gauge interest and gather input on the potential establishment of a permanent memorial. City staff are currently assisting in promoting this survey to ensure broad community participation.

Subcommittee and staff recommend that the City Council provide direction on the next steps in this process. Possible options include:

- **Allowing Additional Outreach**: Waiting until outreach efforts are concluded to gain further input from the community.
- **Designating a Memorial Committee**: Provide direction regarding the creation of a committee; or delegation of oversight to members of the City Council or other entity.
- **Dedicating City Property**: Identifying and dedicating a City property or space for a memorial.
- **Fundraising Efforts**: Directing a designated entity to initiate fundraising for the memorial with a set timeframe for these efforts and based on funds collected establish next steps.

FISCAL IMPACT:
There is no immediate fiscal impact associated with this discussion.

Respectfully submitted by:

Diana Garcia
Assistant City Manager

Reviewed by:

Inez Alvarez
City Manager

Reviewed by:

Karl H. Berger
City Attorney

ATTACHMENTS:

1. September 6, 2023 Staff Report
2. May 1, 2024 Staff Report (without attachments)

ATTACHMENT 1
September 6, 2023 Staff Report

City Council Staff Report

DATE: September 6, 2023

AGENDA ITEM NO: New Business - 5A

TO: The Honorable Mayor and City Council

FROM: Inez Alvarez, Interim City Manager

SUBJECT: Discussion of Establishing a Memorial Committee for the January 21st Mass Shooting Incident

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing the staff report and attachments;
2. Discussing the establishment an independent Memorial Committee for the January 21st Mass Shooting Incident;
3. If desirable, providing additional staff direction; and
4. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

On January 21st, the City of Monterey Park experienced a tragic mass shooting incident that resulted in the loss of 11 lives and left the community deeply affected. The City recognizes the need to honor the memory of the victims and create a space for healing, remembrance, and reflection for the entire community.

In response to this tragic event, there has been public interest and support for the creation of a permanent memorial that will serve as a place for residents and visitors to pay their respects and remember the lives that were lost. The memorial would serve not only as a tribute to the victims but also as a symbol of resilience and unity for the Monterey Park community. Communities affected by similar tragedies often establish committees that tackle the fundraising, outreach and planning for permanent memorials, which consist of a diverse group of community members, stakeholders, and experts in memorial design and public spaces.

Initial research on the memorials for six mass casualty events in the United States is attached for Council to review and to help guide initial discussion. Council may provide direction on next steps and/or request this item to be put on the agenda for discussion at future meetings.

BACKGROUND:

Other communities affected by mass violence have formed commissions to establish permanent memorials to their victims. Attachment 1 outlines staff's initial research on the processes undertaken in response to six tragedies: Sandy Hook Elementary School

processes undertaken in response to six tragedies: Sandy Hook Elementary School (Sandy Hook, Connecticut), Route 91 Harvest Music Festival (Las Vegas, Nevada), Inland Regional Center Attack (San Bernardino, California), Borderline Bar and Grill Shooting (Thousand Oaks, CA), PULSE Nightclub (Orlando, Florida), and the Virginia Tech Shooting (Blacksburg, Virginia). This table includes the composition of the committees; the timelines for the establishment of the committees and the completion date of the memorial; the outreach and methodologies used by each committee to gather input from the community; the budget for the projects; and additional information on the processes.

This information is provided to illustrate the potential budgets, timelines and considerations that Council may want to contemplate as they begin to consider how best to move forward. While some communities have established memorials within a matter of months, others have taken years. The memorial in Sandy Hook, Connecticut for example took nearly 10 years to complete. Accordingly, the budgets for memorials vary from $70,000 for the Virginia Tech memorial to $10 million for the PULSE nightclub memorial and museum. The average cost for the six examples is $4.25 million. Any potential Memorial Committee to investigate these topics, as well as the planning, design, and implementation of the official memorial to honor the victims of the January 21st shooting.

Additional items for consideration for a potential Memorial Committee may include:

Name of the Committee: Establish a name for the Memorial Committee.

Committee Members: Identify how many committee members would be appropriate and identify potential persons to serve on the committee, which may include a variety of community members, commissioners, stakeholders, patrons/survivors from the incident, family members of the victims, and/or other appropriate persons that will represent a diverse and inclusive group.

Committee Roles and Responsibilities: Determine roles and items that the committee will be responsible for undertaking, which may include some the of the categories listed below or others identified:

Location Selection: Identify potential locations within the city for the memorial and assess their feasibility, accessibility, and appropriateness for the intended purpose.

Conceptualization and Design: Work collaboratively to develop conceptual designs for the memorial, considering input from the community, victim families, and experts in public spaces and memorials. Or will there be an open RFP process to allow for concept submissions by design contractors.

Community Engagement: Facilitate public input and engagement sessions to gather input from residents, victim families, and other stakeholders regarding the design, features, and significance of the memorial.

Budgeting and Fundraising: Review established permanent memorials in other locations that have experienced mass casualty events. Analyze their budgeting and fundraising strategies, taking note of community partnerships and sources of funding.

Timeline: Study the timelines of memorial development in those aforementioned locations, examining the phases of conceptualization, design, approvals, construction, and dedication.

Partnerships: Explore potential partnerships with local organizations, businesses, and nonprofits that may offer support, resources, or expertise in memorial development.

Process Documentation: Develop a comprehensive process outline for the establishment of the memorial, considering lessons learned from other memorial projects.

Community Updates: Identify how often the Committee should be providing an update.

2023-2024 STRATEGIC PLAN GOAL:

This action helps meet the **MPK Healing** 2023-24 goal of "providing community support resulting from the shooting incident".

FISCAL IMPACT:

There is no immediate fiscal impact associated with this discussion.

Respectfully submitted by:

Inez Alvarez
Interim City Manager

Prepared by:

Diana Garcia
Interim Assistant City Manager

Reviewed by:

Karl H. Berger
City Attorney

ATTACHMENT:

1. Memorial Committee Research

ATTACHMENT 1
Memorial Committee Research

MASS VIOLENCE INCIDENT (MVI)	LOCATION	MVI INCIDENT	COMMITTEE	COMMITTEE MEMBERS	OUTREACH / METHODOLOGY	PROJECT	FORMATION DATE	PROJECT COMPLETION	PROJECT BUDGET	ADDITIONAL NOTES
Sandy Hook Elementary School	Sandy Hook, CT	12/14/2012	Sandy Hook Permanent Memorial Commission	Began in September 2013 by the Newton Board of Selectmen; Permanent Memorial Commission; appointed 9 residents for determining the nature, location, and funding of a permanent memorial to honor the memory of those lost in the Sandy Hook Shooting	Digital survey, monthly committee meetings welcoming public comment; three-phase selection process	The Sandy Hook Permanent Memorial is a memorial in Sandy Hook, Connecticut, that honors the twenty children and six educators who were victims of the Sandy Hook Elementary School shooting on the morning of December 14, 2012. The memorial is located at 28 Riverside Road in the woods adjacent to the new Sandy Hook Elementary School, built near the site of the original school that was razed. **Design**: Reflecting pool and sycamore tree, visitor plaque	Sept. 2013	Nov. 2022 - (Completed approx. 10 years after MVI)	$3.7M ($2.5M from State Bond Commission)	
Route 91 Harvest Music Festival	Las Vegas, NV	10/1/2017	1 October Memorial Committee	Formed in Sept. 2019, committee was tasted with creating a memorial to remember those who perished in the events of 1 October and honor the many heroes who inspired the nation with their bravery in the face of pure evil. Seven appointed to the committee.	Surveys, focus groups, and meetings; finalist designs were on display for voting	Las Vegas Community Healing Garden (erected in 3 days) features a Remembrance Wall, a grove of 58 trees lining a paved path, shrubs, and flowers, all encircling a beautiful oak tree - the Tree of Life - donated by Siegfried and Roy. Now managed and cared for by the City of Las Vegas and the Las Vegas Community Healing Garden Committee, continues to grow and thrive. **FUTURE PROJECT**: Two-acre land donated by MGM Resort at on the northeast corner of the festival site. Selected design: Garden path and 58 beams of light (58 represents the total of people who were killed in the Las Vegas Strip massacre in October 2017); Alternative: 15 large horse statues representing the home states and countries of the victims, as well as two smaller horses in honor of the dozens of children whose parents were killed	Sept. 2019	INCOMPLETE - GOAL: Make a recommendation to the Clark County Board of County Commissioners by September 2023 that will include specific plans for a site, design, programming and ongoing maintenance needs, as well as funding solutions, for a world-class permanent memorial (Scheduled for 9/5/23)	$50,000 awarded to RFQ finalist; Project EST. $7M - $10M - Once approved, committee will look into fundraising options/goals	Donation fund balance at $58,355.68 as of 07/26/23

MASS VIOLENCE INCIDENT (MVI)	LOCATION	MVI INCIDENT	COMMITTEE	COMMITTEE MEMBERS	OUTREACH / METHODOLOGY	PROJECT	FORMATION DATE	PROJECT COMPLETION	PROJECT BUDGET	ADDITIONAL NOTES
Terrorist attack at Inland Regional Center in San Bernardino	San Bernardino, CA	12/2/2015	December 2 Memorial Committee	(2016) Then-Board of Supervisors Chairman James Ramos appointed then-Fifth District Supervisor Josie Gonzales to work with County staff on assembling a committee to help build a memorial. The Memorial Committee consisted of representatives from public safety, the departments of Behavioral Health, Public Health, Real Estate Services, the County Administrative Office and most importantly, representatives from the Environmental Health Services division and family members of our employees who killed in the MVI	Meetings, discussions, and presentations with committee members; worked with consultant for permanent memorial guidance	The Curtain of Courage Memorial was designed by Walter Hood, a world-renowned artist who collaborated with the December 2 Memorial Committee and the families of those who were taken from the MVI. Family members picked the phrases and colors for each of the 14 alcoves which Hood felt resembled a bullet-proof vest, a curtain of courage, where the community could come together and celebrate and remember those who were wounded and those who were killed in the attack. **Design**: Steel frame, laser cut steel, architectural coil curtain, glass, concrete bench	Feb. 2016	Jun. 2022	$1.5M (project only)	Hired art consultant for the selection of artist; handled RFQ/bid; County obtained bids/awarded contract, appropriated into CIP budget
Borderline Bar and Grill Shooting	Thousand Oaks, CA	11/7/2018	N/A	Representatives from City of Thousand Oaks, Ventura County Sheriff's Office, and Conejo Recreation and Park District	Working groups from City of Thousand Oaks, Ventura County Sheriff's Office and Conejo Recreation and Park District; Chief of Police worked with families of the 12 victims regarding the decision of the healing garden	"Borderline 12" healing garden at Conejo Creek Park; **Design:** The garden, which was designed to be a place of contemplation, meditation and prayer, will feature 12 granite slab benches to represent each of the victims. The walkway will include 248 pavers of a unique color to represent those who survived the shooting. A water feature with 12 vertical jets will be added to the park's existing pond to represent the community lifting up the memory of the victims.	Mar. 2019; City Council made it a priority to establish a permanent memorial	Nov. 2019	$250,000 from City's General Fund awarded to parks district as a grant	Conejo Recreation and Park District completed project

MASS VIOLENCE INCIDENT (MVI)	LOCATION	MVI INCIDENT	COMMITTEE	COMMITTEE MEMBERS	OUTREACH / METHODOLOGY	PROJECT	FORMATION DATE	PROJECT COMPLETION	PROJECT BUDGET	ADDITIONAL NOTES
Orlando Nightclub Shooting (PULSE)	Orlando, FL	6/12/2016	onePULSE Foundation Memorial	Board of trustees & chairman's ambassadors council	Town halls/forums began in October 2017 for a permanent memorial; memorial survey conducted to provide input on the sight of the Pulse nightclub (family members, first responders, survivors, and general public).	PROJECT RFP: Launched in March 2019, the unique two-stage global design competition garnered 68 submissions from 19 countries and was led by Dovetail Design Strategists, the country's leading independent architect selection firm. The submissions were narrowed down to six finalist teams who developed concept designs for a public exhibition and comment period that took place in early October. **Design**: onePULSE Foundation plans to build the National Pulse Memorial on the site of the Pulse nightclub with the museum and education center located at 438 West Kaley Street – approximately one-third of a mile from Pulse. The memorial will be free and open to the public year-round.	Jun. 2017	**INCOMPLETE** - The foundation is waiting to collect another $3.4 million for the project; experiencing issues with the property owners	$10 million - Foundation currently has $6.6 million in tourism tax dollars for the permanent museum, but needs another $3.4 million	
Virginia Tech Shooting	Blacksburg, VA	4/16/2007	VT Committee	Hokies United, the Board of Visitors, the Alumni Association, Student Affairs, the Virginia Tech Foundation, teaching staff, the Korean Students Association and members associated with architecture and landscape at Tech	Committee meetings	April 16 Memorial; In the hours following the April 16 tragedy, the student-driven volunteer organization Hokies United placed 32 Hokie Stones on the Drillfield. The semi-circle of stones became a place to gather, to mourn, and to reflect, and the poignant display inspired today's memorial. **Design**: As a community, [they] dedicate 32 engraved Hokie Stones in honor and in memory of the members of [their] Hokie family who lost their lives. Two stone paths have been constructed to allow viewing of the stones and a memorial flower area at the base of the Reviewing Stand. A row of shrubs provides a backdrop to the stones between the pathways, and ground lighting illuminates the stones at night.	Apr. 2007	Aug. 2007 (day before the start of the fall semester)	$60,000 to $70,000. However, because members of the community and local businesses donated money, time, and labor, it was ultimately built for just over $20,000. This enabled to committee to avoid applying to the Hokie Spirit Memorial Fund for money.	

ATTACHMENT 2
May 1, 2024 Staff Report

City Council Staff Report

DATE: May 1, 2024

AGENDA ITEM NO: Old Business - 2A

TO: The Honorable Mayor and City Council

FROM: Diana Garcia, Assistant City Manager

SUBJECT: Establishing an Ad Hoc Subcommittee of the City Council to Discuss the Creation of an independent Memorial Committee for the January 21, 2023 Mass Casualty Incident

RECOMMENDATION:

It is recommended that the City Council consider:

1. Establishing an ad hoc subcommittee comprised of two members of the City Council which will appoint and give initial direction to an independent Memorial Committee for the January 21, 2023 Mass Casualty Incident; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

On January 21, 2023, the City of Monterey Park suffered a mass casualty incident that resulted in the loss of 11 lives, nine injured individuals, and left the community deeply affected. The City recognizes the need to honor the memory of the victims and create a space for healing and remembrance for the entire community.

Communities affected by similar tragedies often establish committees consisting of a diverse group of community members and stakeholders which consider the fundraising, location, community input and planning for permanent memorials.

The City Manager is proposing the establishment of an ad hoc subcommittee of two City Council members. This ad hoc subcommittee will be tasked with appointing members to a January 21 Memorial Committee and providing initial direction on the roles and responsibilities of the Memorial Committee, as well as the method and frequency by which the Committee should report to the City Council on its progress.

BACKGROUND:

Many communities affected by mass violence have formed committees to establish permanent memorials to honor victims and survivors. Because each community has its own unique set of circumstances, each memorial committee has different factors, considerations and issues to consider as it plans for a permanent memorial space. In addition, committee members will need to be advised that the completion of a memorial project can take several years to create as many factors must be taken into consideration when establishing a memorial representative of the impacted community. At the September 6, 2023 meeting, City Council was provided with research on six different

memorial committees, their composition, methods of community input, responsibilities, timelines and budgets. This staff report and research is included as Attachment 1.

In order to begin exploring the creation of a permanent memorial to honor the victims and survivors of the January 21, 2023 mass shooting in Monterey Park, the City Council may consider forming a temporary subcommittee comprised of two City Council members. This subcommittee's purpose will be to select individuals for a Memorial Committee and to offer initial guidance on the duties and functions of the Memorial Committee, including how often the Committee should update the City Council on its activities. Additionally, the ad hoc subcommittee may wish to consider the following issues and responsibilities as it establishes a January 21 Memorial Committee:

1. **Composition**
   The Memorial Committee may consist of a diverse group of community members, stakeholders, survivors, family members of victims, and experts in memorial design and public spaces. The committee should represent the demographics and interests of not only the Monterey Park community but also the regional community that was impacted by this tragedy.

2. **Roles and Objectives**
   The committee may be tasked with:
   - Selecting an appropriate name for the memorial committee.
   - Deciding when and how often to meet.
   - Identifying potential locations within the city for the memorial and assessing their feasibility, accessibility, and appropriateness.
   - Developing conceptual designs for the memorial in collaboration with the community members, stakeholders, survivors, victim families, and design experts.
   - Facilitating public engagement sessions to gather input on the design and significance of the memorial.
   - Researching budgeting and fundraising strategies employed by other memorial projects and identifying potential sources of funding.
   - Establishing a timeline for the various phases of memorial development, including conceptualization, design, approvals, construction, and dedication.
   - Exploring partnerships with local organizations, businesses, and nonprofits to support the memorial project.

3. **Reporting Frequency**
   The January 21 Memorial Committee will provide regular updates to the City Council on its progress and activities. The frequency of these updates will be determined by the ad hoc subcommittee, with consideration given to the milestones and timelines established for the memorial project.

FISCAL IMPACT:
There is no immediate fiscal impact associated with the establishment of a January 21 Memorial Committee.

Respectfully submitted by:

Diana Garcia
Assistant City Manager

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Karl H. Berger
City Attorney

ATTACHMENT:
1. Staff Report and Attachments from September 6, 2023 City Council Meeting

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Old Business - 2B

TO:	The Honorable Mayor and City Council
FROM:	Jessica Serrano, Director of Community Development
SUBJECT:	Discussion of Findings on City's Updated Inclusionary Housing Ordinance Feasibility/Fee Study

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing the report and presentation;
2. Providing direction to staff; and
3. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

On September 6, 2023, the City Council adopted an Inclusionary Housing Ordinance ("IHO") and an in-lieu fee formula to encourage affordable housing in Monterey Park. The Council also directed the City Manager to assess the IHO's financial feasibility and recommend in-lieu fees where necessary. To assist in this evaluation, the City partnered with the San Gabriel Valley Council of Governments ("SGVCOG") and engaged Economic & Planning Systems ("EPS") for a tailored feasibility study.

On January 17, 2024, the feasibility study was presented to City Council and found that the IHO's requirements could present financial challenges for new residential projects, particularly smaller and mid-sized developments. Based on this analysis, the City Council directed staff to pause enforcement of the IHO for one year and revisit its financial feasibility in the coming year.

EPS was hired to review the previously prepared feasibility study and update it to reflect current market conditions. In updating the feasibility study, during the Council-directed IHO enforcement pause, EPS looked at both direct and indirect factors that may change the financial feasibility of implementing the IHO. The study's overall conclusion states that while the requirements of the IHO are likely to remain financially challenging for new residential development within the City and may constrain new projects, current market conditions have demonstrated improved feasibility of new residential projects overall since the previous analysis.

BACKGROUND:

The City adopted the 2021-2029 Housing Element of the General Plan on January 19, 2022; it was certified by the California Department of Housing and Community Development on March 20, 2023. Housing Element Program 15 provides that the City Council will consider an inclusionary housing program. Such programs require certain residential and mixed-use developments to designate a percentage of units within the development as affordable housing. Alternatively, a developer may construct off-site units, or pay a fee or dedicate land in the City for the creation of affordable units.

To implement Program 15 of the Housing Element, the Council began consideration of an IHO in Fall of 2022. The IHO was ultimately approved on September 6, 2023. Along with the IHO, a formula for calculating an in-lieu fee was adopted for developers who opt to pay a fee, rather than construct units on-site was also adopted. This formula requires the developer to pay the "affordability gap," which represents the gap between the market-rate price (sales or rent) and the affordable price (sales or rent) of the inclusionary unit.

EPS was hired to review the previously prepared feasibility study and update it to reflect current market conditions. EPS drew on local research and input from City representatives, revisited the building prototypes representative of development patterns in the City, and assessed how the City's IHO and in-lieu fee formula would affect the different prototype developments.

The assessment utilized data on typical construction and land costs and rents and sales prices for recently-built housing projects in the City and in the larger San Gabriel Valley subregion. Additionally, EPS factored in policy changes that affect the development costs of projects. Specifically, the City updated parking requirements in multi-family residential developments in October of 2024, which requires less parking in multi-family residential projects, and subsequently lowers the cost of construction.

The data allowed EPS to evaluate how likely a developer would be to pursue the construction of the modeled prototypes, based on industry standard financial feasibility metrics. The evaluation modeled the financial feasibility for the prototypes under three different assumptions:

1. That they are rented or sold completely at market rents/sale prices;
2. That they include the affordable units required by the IHO; and
3. That they pay an in-lieu fee aligned with the requirements of the IHO (i.e., based on the "affordability gap").

The findings of the analysis generally indicate that the financial impacts of the City's IHO and in-lieu fee formula may dampen new residential development in the City.

City Council may consider one or a combination of the following next steps:

- Phase-in inclusionary requirements over a period of time
- Reinstate the inclusionary housing policy for ownership prototypes only

- Adjust IHO requirements such that rental projects automatically qualify for State Density Bonus
- Adopt an in-lieu fee at a level that is lower than the equivalent of providing units on-site, knowing that developers will opt to pay the fee
- Continue to pause some or all inclusionary requirements and reassess in the next one to two years as market conditions change

2024-25 STRATEGIC PLAN GOAL:

The updated IHO feasibility study by EPS supports the City's goal of strengthening the local economy and enhancing housing opportunities by evaluating and providing the City Council with insights on how a housing policy designed to create affordable housing at various income levels can either facilitate or hinder the City's economic growth.

FISCAL IMPACT:

There are no identifiable fiscal impacts associated with the presentation of findings of the IHO feasibility study, other than the cost of preparing the updated study.

Respectfully submitted by:

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Director of Community
Development Department

Prepared by:

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Approved by:

Inez Alvarez
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Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENT(S):

1. Summary Memo of Updated Report dated December 20, 2024
2. *Development Feasibility Analysis and In-Lieu Fee Calculation for Monterey Park Inclusionary Housing Ordinance* dated January 11, 2024

ATTACHMENT 1
Summary Memo of Updated Report dated December 20, 2024

MEMORANDUM

To: City of Monterey Park

From: Economic & Planning Systems

Subject: Update to 2023 Monterey Park Inclusionary Housing Feasibility Analysis

Date: December 20, 2024

The City of Monterey Park (City) engaged Economic & Planning Systems, Inc. (EPS) to conduct an update to its feasibility analysis of the City's Inclusionary Housing Ordinance (IHO). EPS previously conducted a feasibility study of the City's IHO in late 2023, and this update aligns with the City Council's decision at that time to pause implementation of the IHO for 12 months and reassess its feasibility in early 2025. In the current analysis, EPS updated assumptions regarding the analyzed residential prototype products, including using cost and revenue assumptions that reflect current market conditions, as follows:

Development Program Updates:

- With the City's newly approved minimum parking requirements, all prototypes are assumed to have one parking space per unit, except the townhome prototype, which still has two parking spaces.
- For the condominium prototype in the Mixed-Use zoning area, the current analysis increases the density to 70 dwelling units per acre from 30 dwelling units per acre.

Cost and Revenue Updates:

- Construction costs are assumed to remain the same.
- Land acquisition costs increased.
- Rent and sales price for all prototypes increased, except for the townhome prototypes, for which the sales price remained constant.

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The key findings and recommendations stemming from the updated feasibility analysis are summarized below.

1. **The financial feasibility of residential projects improved from 2023 analysis due to changes in market conditions and reduced parking requirements.** All residential prototypes yielded an improved feasibility, with the exception of the townhome prototype. The City's reduced parking requirements was a major driver in reducing overall development costs. Additionally, increases in market rent and sales price resulted in increased prototype value. These changes resulted in improved feasibility despite assumed increases in land costs increasing. Townhome prototype feasibility did not improve because the parking requirement and sales price assumptions for the prototype stayed constant, while land costs increased.

2. **Renter-occupied residential projects continue to appear financially challenging to build in the City, while owner-occupied projects appear financially feasible.** Although the feasibility of developing of rental residential products improved since the 2023 analysis, the analysis indicates that these products, in both Mixed-Use zoned areas and Citywide, appear financially infeasible on average at market rates. By contrast, owner-occupied attached townhomes and multifamily condominiums appear to be feasible at market rates, and demonstrate sufficient development feasibility to absorb the additional impact of an inclusionary requirement, specifically townhomes and higher density condominiums in the Mixed-Use zone. Condominiums outside the Mixed-Use zone seem to be feasible at market rates, but may not be feasible with the addition of inclusionary requirements.

3. **The zoning allowances under the City's Mixed-Use zoning designation may improve the financial feasibility of residential projects.** Residential projects in the Mixed-Use zoned areas of the City generate a higher return on investment than development in other parts of the City due to the Mixed-Use zone's unlimited density allowances. However, in order for future projects in the Mixed-Use zone to support the additional cost of inclusionary units, they would likely need to achieve even higher densities than what is proposed for current pipeline projects.

4. **Although feasibility improved across most residential prototypes since the 2023 analysis, not all prototype products demonstrated enough feasibility to support an inclusionary housing policy.** To improve the efficacy of the IHO in developing affordable units in the community while also supporting new residential development overall, the City may consider one or a combination of the following next steps:

    - Phase-in inclusionary requirements over a period of time
    - Reinstate the inclusionary housing policy for ownership prototypes only
    - Adjust IHO requirements such that rental projects automatically qualify for State Density Bonus
    - Adopt an in-lieu fee at a level that is lower than the equivalent of providing units on-site, knowing that developers will opt to pay the fee
    - Continue to pause some or all inclusionary requirements and reassess in the next one to two years as market conditions change

It is important to note that the analysis is a point-in-time assessment of typical new market-rate development projects completed in late 2024. The findings are not deterministic of the feasibility of all development in the City, as there are many variables that can impact costs and values and resulting feasibility of any individual project. Similarly, future market conditions can also change the financial forces impacting real estate development generally and inclusionary housing programs specifically.

INCLUSIONARY HOUSING FEASIBILITY STUDY UPDATE: PRELIMINARY FINDINGS TO STAFF

City of Monterey Park

December 20, 2024

Economic & Planning Systems, Inc.
The Economics of Land Use

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HOUSING AFFORDABILITY

Households in Monterey Park

- Median Household Income: $78,892
- Average Persons Per Household: 2.94

➢ *"Typical" household considered **Low-Income** for Los Angeles County*

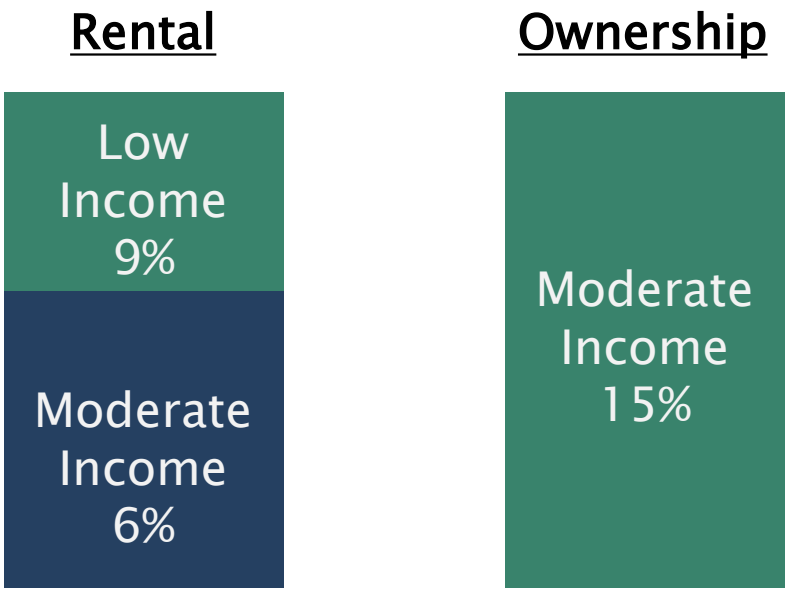
Housing in Monterey Park

- Median Market Sale Price, detached Single Family Home: $970,000
- Average Market Rent, Apartment (subregion): $2,900/month

➢ *"Typical" household can afford:*
  - Single Family Home: $472,000
  - Rent: $1,900/month

MONTEREY PARK IHO

- Ordinance adopted August 2023
- Inclusionary Requirements:

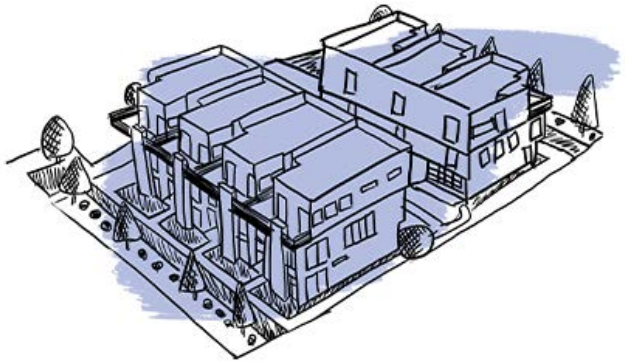


- City also adopted an in-lieu fee formula, but desires a more standardized and transparent approach to calculating the fee

CHANGES IN PROTOTYPE PRODUCTS

- Changes to the parking requirement
  - From 2 parking spaces to 1 parking space required per dwelling units of 2 bedrooms or less
  - 2023 study analyzed 2 mixed-use multifamily rental prototypes, but with new parking requirement, 2024 study includes just 1 mixed-use multifamily rental prototype
- Increased density of mixed-use condominium prototype from 30 du/acre to 70 du/acre
  - Density increased to reflect the higher densities in multifamily products (rental and for-sale) observed in recent and pipeline projects in the City

CITYWIDE PROTOTYPE PRODUCTS



Source: JHP Architecture / Urban Design

Single Family Attached Townhomes at 20 du/acre

Unit Characteristics
- 1,800 sq. ft.
- 3 bedrooms
- 2 attached garage parking spaces
- Owner-occupied

Price: $870,000

Condominiums at 30 du/acre

Unit Characteristics
- 1,200 sq. ft.
- 2 bedrooms
- 1 parking space in a podium structure
- Owner-occupied

Price: $760,000

Multifamily Rental High Density at 30 du/acre

Unit Characteristics
- 1,100 sq. ft.
- 2 bedrooms
- 1 parking space in a podium structure
- Renter-occupied

Rent: $2,900/month

MIXED-USE PROTOTYPE PRODUCTS

Source: JHP Architecture / Urban Design

Condominiums at 70 du/acre

Unit Characteristics

- 1,200 sq. ft.
- 2 bedrooms
- 1 parking space in a podium structure
- Owner-occupied

Price: $760,000

Multifamily Rental at 70 du/acre

Unit Characteristics

- 900 sq. ft.
- 2 bedrooms
- 1 parking space in a podium structure
- Renter-occupied

Rent: $2,900/month

CHANGES IN MARKET CONDITIONS

- Increased land cost
  - 2023 study assumed $2.5M per acre citywide and $4M per acre in Mixed-Use district
  - 2024 update assumes $4M per acre citywide and $6M per acre in Mixed-Use district
- Increased rent and sales price for all prototypes, except for townhomes
  - Monthly rent for a 2-bedroom multifamily apartment unit increased from $2,785 to $2,900
  - Sales price for a 2-bedroom multifamily condominium unit increased from $673,000 to $760,000
  - Sales price for a 3-bedroom townhome unit stayed constant at $870,000

MARKET-RATE PROJECT FEASIBILITY – CITYWIDE

Item	Feasibility Threshold	2023 Results	2024 Results
Multifamily Apartment - High Density			
Development Costs Per Unit		$692,000	$632,000
Net Operating Income Per Unit		$23,000	$25,000
Yield on Cost	5.5%	***3.4%***	***3.9%***
Multifamily Attached Condo			
Development Costs Per Unit		$673,000	$629,000
Average Sale Price		$674,000	$760,000
Profit		$1,000	$131,000
Profit Margin	15%	***0.1%***	***20.8%***
Single Family Attached Townhome			
Development Costs Per Unit		$493,000	$568,000
Average Sale Price		$870,000	$870,000
Profit		$377,000	$301,000
Profit Margin	15%	***76.3%***	***53.0%***

Key

Feasible

Infeasible

- Multi-family condo product now feasible at 100% market-rate due to increase in price AND decrease in development cost
- Apartment product feasibility improved slightly
- Results for condo and townhome prototypes indicate sufficient feasibility to support an inclusionary program

MARKET-RATE PROJECT FEASIBILITY – MU ZONE

Item	Feasibility Threshold	2023 Results	2024 Results
Multifamily Apartment - Mixed Use Downtown			
Development Costs Per Unit		$497,000	$511,000
Net Operating Income Per Unit		$23,000	$25,000
Yield on Cost	5.5%	***4.7%***	***4.9%***
Multifamily Attached Condo - Mixed Use Downtown			
Development Costs Per Unit		$641,000	$548,000
Average Sale Price		$674,000	$760,000
Profit		$33,000	$211,000
Profit Margin	15%	***5.0%***	***38.6%***

Key

Feasible

Infeasible

- Multi-family condo product now feasible at 100% market-rate due to increase in price AND decrease in development cost
- Apartment product feasibility improved slightly
- Results for condo prototype indicate sufficient feasibility to support an inclusionary program

EQUIVALENT IN-LIEU FEE CALCULATION

Item	On-Site Requirement	Subsidy per Affordable Unit	2024 In-Lieu Fee		2023 In-Lieu Fee	
			per Market Rate Unit [1]	per Market Rate Sq. Ft. [2]	per Market Rate Unit [1]	per Market Rate Sq. Ft. [2]
Citywide Prototypes						
Multifamily Apartment	9% Low-Income 6% Moderate-Income	$332,323 $345,423	$50,634	$46.03	$51,450	$46.77
Multifamily Attached Condo	15% Moderate-Income	$360,950	$54,143	$45.12	$61,689	$51.41
Single Family Attached Townhome	15% Moderate-Income	$251,026	$37,654	$20.92	$24,716	$13.73
Mixed-Use Prototypes						
Multifamily Apartment	9% Low-Income 6% Moderate-Income	$195,711 $208,811	$30,143	$33.49	$22,265	$24.74
Multifamily Attached Condo	15% Moderate-Income	$268,022	$40,203	$33.50	$56,299	$46.92

[1] Calculcated as subsidy per affordable unit multiplied by percent requirement for each income level.

[2] Based on protoype unit sizes.

FEASIBILITY THRESHOLDS UNDER IHO

Item	Feasibility Threshold	Market Rate (No Inclusionary)	Current Program Feasibility	
			On-Site Build	Calculated In-Lieu Fee
Citywide Prototypes				
Multifamily Apartment				
Yield on Cost	5.5%	3.9%	3.8%	3.6%
Multifamily Attached Condo				
Profit Margin	15%	20.8%	11.3%	11.2%
Single Family Attached Townhome				
Profit Margin	15%	53.0%	40.7%	43.5%
Mixed-Use Prototypes				
Multifamily Apartment				
Yield on Cost	5.5%	4.9%	4.7%	4.6%
Multifamily Attached Condo				
Profit Margin	15%	38.6%	27.7%	29.1%

Key

Feasible

Infeasible

APPENDIX

COMPARING PROTOTYPES – CITYWIDE

Item	2023 Analysis	2024 Analysis
Multifamily Apartment - High Density		
Development Costs per Unit		
Land Acquisition and Site Improvements	$141,000	$191,000
Direct Development Costs	$440,000	$353,000
Indirect Development Costs	$110,000	$88,000
Total Cost per Unit	$692,000	$632,000
Market Conditions		
Monthly Market Rent	$2,800	$2,900
Multifamily Attached Condo		
Development Costs per Unit		
Land Acquisition and Site Improvements	$141,000	$191,000
Direct Development Costs	$425,000	$350,000
Indirect Development Costs	$106,000	$88,000
Total Cost per Unit	$673,000	$629,000
Market Conditions		
Sales Price	$674,000	$760,000
Single Family Attached Townhome		
Development Costs per Unit		
Land Acquisition and Site Improvements	$212,000	$287,000
Direct Development Costs	$225,000	$225,000
Indirect Development Costs	$56,000	$56,000
Total Cost per Unit	$493,000	$568,000
Market Conditions		
Sales Price	$870,000	$870,000

COMPARING PROTOTYPES – MIXED-USE

Item	2023 Analysis	2024 Analysis
Multifamily Apartment - Mixed Use Downtown		
Development Costs per Unit		
Land Acquisition and Site Improvements	$82,000	$111,000
Direct Development Costs	$332,000	$320,000
Indirect Development Costs	$83,000	$80,000
Total Cost per Unit	$497,000	$511,000
Market Conditions		
Rent	$2,800	$2,900
Multifamily Attached Condo - Mixed Use Downtown		
Development Costs per Unit		
Land Acquisition and Site Improvements	$141,000	$111,000
Direct Development Costs	$400,000	$350,000
Indirect Development Costs	$100,000	$88,000
Total Cost per Unit	$641,000	$548,000
Market Conditions		
Sales Price	$674,000	$760,000

ATTACHMENT 2

Development Feasibility Analysis and In-Lieu Fee Calculation for Monterey Park Inclusionary Housing Ordinance dated January 11, 2024

Final Report

Development Feasibility Analysis and In-Lieu Fee Calculation for Monterey Park Inclusionary Housing Ordinance

The Economics of Land Use

Prepared for:
City of Monterey Park
San Gabriel Valley Council of Governments

Prepared by:
Economic & Planning Systems, Inc.

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January 11, 2024

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1. Introduction

Study Background

The City of Monterey Park (City) adopted an Inclusionary Housing Ordinance (IHO) in August 2023 and it became effective in September 2023. Inclusionary housing ordinances require that new market-rate residential development projects include a certain percentage of housing units at rents or sale prices that are affordable to lower-income households. Per the City's IHO, developers of new residential projects are required to provide 15 percent of the new units built as affordable to lower-income households. For rental developments, the 15 percent requirement consists of 9 percent of units affordable to households earning the Low-Income level for Los Angeles County and 6 percent of units affordable to households earning the Moderate Income level. For ownership developments, 15 percent of units are required to be affordable to households earning the Moderate Income level.[1] The IHO also includes an option for developers to pay a fee in-lieu of providing affordable units on-site as an alternative means of compliance.

Following adoption of the IHO, the City sought to study how the ordinance could impact the financial feasibility of new market-rate housing developments in the City. Additionally, the City wanted to consider a more standardized and transparent approach to the in-lieu fee formula included in the IHO. The current formula requires the developer to uniquely calculate the gap between the value of their project's market-rate units and the value of the required affordable units, and leaves room for interpretation regarding the calculation of unit value, which can fluctuate on a variety of factors such as unit size, type, market conditions, and more.

Economic & Planning Systems, Inc. (EPS) was retained by the San Gabriel Valley Council of Governments (SGVCOG) on behalf of the City to conduct a feasibility analysis of the IHO and to calculate potential in-lieu fee levels that are consistent with the IHO's on-site unit requirement. The feasibility analysis specifically tests whether new market-rate residential developments in the City can absorb the additional financial costs associated with the IHO requirements and still be financially feasible. While cities are generally not legally required to consider the financial impacts of an inclusionary housing requirement, the City has elected to study them to better inform its inclusionary housing policy and align the City's overall housing goals with its local real estate market conditions.[2]

---

[1] Income levels are described in greater detail in Chapter 3 of this Report.

[2] An exception to this statement is Assembly Bill (AB) 1505, which allows the State's Department of Housing and Community Development (HCD) to request an economic feasibility study for inclusionary housing policies that include a requirement that more than 15 percent of total *rental* units developed be affordable to households earning 80 percent of area median income (AMI) or below.

Overview of Feasibility Analysis

The financial feasibility of a development project is determined by comparing the cost of the project to its value (based on achievable sale prices or rents). A financially feasible project is one in which the value provides a sufficient return on the investment to incentivize moving forward with the project. Given the range of investment opportunities available to developers and financial investors, a development project will not be built if it is not considered a financially feasible proposition. For the purposes of this study's analysis, a "sufficient" return on investment was established using market-based standards that are relevant at the time of this analysis (further detailed in **Chapter 3**). However, what is considered a "sufficient" return for any individual project will vary depending on a range of considerations.

The impacts of inclusionary housing policies on the financial feasibility of market-rate housing projects can manifest in one of two ways:

1. On-site inclusionary affordable units typically cost the same to build as the market-rate units but are sold or rented at below-market rates; OR
2. Fees paid in-lieu of providing affordable units on-site add to the costs of a project, while the value of the project as reflected in market-rate rents or sale prices tends to stay the same.

The resulting decrease in project revenue or increase in development costs related to inclusionary policies will reduce the achievable return on investment for housing projects. At a certain level, the impacts of the policy may reduce the achievable return to the point that projects are financially infeasible, and developers will not move forward with building them. This study is intended to provide the City with additional context regarding the cost associated with its inclusionary requirement and whether it might render new residential development in the City extremely challenging or even completely financially infeasible. This context is important given that the production of affordable units through an inclusionary housing policy can only happen through the development of larger market-rate projects.

Key Findings and Recommendations

The key findings and recommendations stemming from the feasibility analysis for inclusionary housing in Monterey Park are summarized below. It is important to note that the analysis is a point-in-time assessment of typical new market-rate development projects completed in late 2023. The findings are not deterministic of all development feasibility in the City, as there are many variables that can impact costs and values and resulting feasibility of any individual project. Similarly, future market conditions can also change the financial forces impacting real estate development generally and inclusionary housing programs specifically.

1. **Higher-density owner- and renter-occupied residential projects appear financially challenging to build in the City, while lower-density owner-occupied projects appear financially feasible.** The feasibility analysis indicates that the development of higher density residential products, such as multifamily owner-occupied condominiums and renter-occupied apartments, appear financially infeasible even at market rates. By contrast, lower density residential products such as owner-occupied attached townhomes appears to be feasible at market rates, and demonstrate sufficient development feasibility to absorb the additional impact of an inclusionary requirement.

2. **The zoning allowances under the City's Mixed-Use (MU) zoning designation may improve the financial feasibility of residential projects.** Residential projects in the MU zoned areas of the City generate a higher return on investment than development in other parts of the City due to the MU zone's unlimited density allowances and lower parking requirements. However, in order for future projects in the MU zone to support the additional cost of inclusionary units, they would likely need to achieve even higher densities and lower parking ratios than the MU pipeline projects currently proposed.

3. **The City's current inclusionary housing requirements will likely be financially challenging for new residential development projects under current market conditions**. This challenge is particularly seen for multifamily residential rental and ownership projects, which are facing other financial challenges related to development costs and achievable market rates. **Chapter 5** of this report outlines a number of options the City may consider to improve the efficacy of the IHO in developing affordable units in the community while also supporting new residential development overall.

The subsequent chapters of this report detail on the methodology, key assumptions, and results of the feasibility analysis, as well as the calculation of an in-lieu fee aligned with the City's current IHO requirements.

2. Market Context

Housing Need

The State of California requires every jurisdiction to adequately plan for its community's housing needs, as specified by the Regional Housing Needs Allocation, or RHNA. The RHNA breaks down the amount of housing units needed in each jurisdiction by income category, ranging from Extremely-Low Income to Above Moderate Income. The definitions of the State's income categories for Los Angeles County are provided in more detail in **Chapter 3** of this report.

Currently, jurisdictions within the Southern California Association of Governments (SCAG) area, which includes Los Angeles County, have adopted or are working towards adopting their 6th Cycle (2021 through 2029) Housing Elements, which contain policies and strategies required to meet current RHNA numbers. The City of Monterey Park's 6th Cycle Housing Element was certified as of March 30, 2023.

Monterey Park has a RHNA of 5,257 total units for the 2021-2029 period, representing a nearly 25 percent increase to the City's existing housing inventory. **Table 1** displays the City's RHNA breakdown by income levels.

Table 1 RHNA for Monterey Park

Affordablility Category	Units	Percentage
Extremely Low Income	653	12.4%
Very Low Income	671	12.8%
Low Income	822	15.6%
Moderate Income	848	16.1%
Above Moderate	2,263	43.0%
Total	**5,257**	**100.0%**

Source: HCD; Economic & Planning Systems, Inc.

Since the City's RHNA targets include housing at a range of income levels, it is important to adopt policies that both advance affordable housing opportunities and support the development of new market-rate housing.

Real Estate Market Activity

To evaluate the impacts of Monterey Park's inclusionary program on future residential development, EPS first sought to answer the following questions:

(1) Is market-rate development occurring in Monterey Park?

(2) What are the market-rate rents and sales prices of new development?

These questions are critical, as an inclusionary program is only effective if new market-rate residential development is occurring and can achieve prices or rents that can support the additional costs of including affordable units. In order to understand the local development landscape and the extent of new residential development activity in the City and subregion, EPS researched several key local residential market activity indicators, utilizing a variety of data sources including the California Department of Housing and Community Development (HCD) Annual Progress Reports (APRs), CoStar, Redfin, and City input.[3] In addition, EPS reviewed the City's new development capacity as detailed in the City's 6th Cycle Housing Element, to understand zoning or plans that could accommodate new residential developments in the future.

To the greatest extent possible and to maximize transparency, EPS aimed to use publicly-available data, such as information collected and posted by HCD, the US Census, and local planning documents and zoning codes. EPS additionally vetted and confirmed assumptions through discussions with City planning staff and residential developers active in the City (as identified by City staff) and the larger San Gabriel Valley subregion.

Housing Affordability

Households in the City of Monterey Park have a median annual income of $68,497 and an average household size of 3.0 people per household. According to the 2023 State Income Limits for Los Angeles County, a three-person household with earnings of nearly $69,000 (i.e., the "typical" household in Monterey Park) would be considered a Low-Income household.

Based on standard thresholds for housing affordability, a household earning median income in the City can afford a home price of approximately $410,000[4] or a monthly rent of approximately $1,700.[5] As of mid-2023, the median sales price

[3] CoStar reports rents for multifamily housing units based on data provided by property management companies. Redfin reports sale prices for sold housing units based on publicly-available data, such as MLS and County Assessor records.

[4] Assumes that no more than 35 percent of an owner-occupied household's income is spent on housing costs, and that the house is purchased with 30-year mortgage with a fixed 5 percent interest rate and a 10 percent downpayment.

[5] Assumes that no more than 30 percent of a renter-occupied household's income should be spent on housing costs.

in the City for a detached single-family home is approximately $930,000, while the median apartment rent across the San Gabriel Valley is approximately $2,700 per month.[6] Given these price points, the "typical" household in Monterey Park could not afford the "typical" single-family for-sale home or multifamily rental apartment in the City and subregion.

Future Development Trends

There has been limited new market-rate development in Monterey Park in the past several years. However, there are several large multifamily projects in the development pipeline and the Housing Element identifies significant new capacity in the Mixed-Use (MU) areas in the City's downtown corridor. These trends are summarized below.

Single-Family Housing

In 2022, thirteen attached townhome units and two single-family detached units were completed within the City.

Multifamily Housing

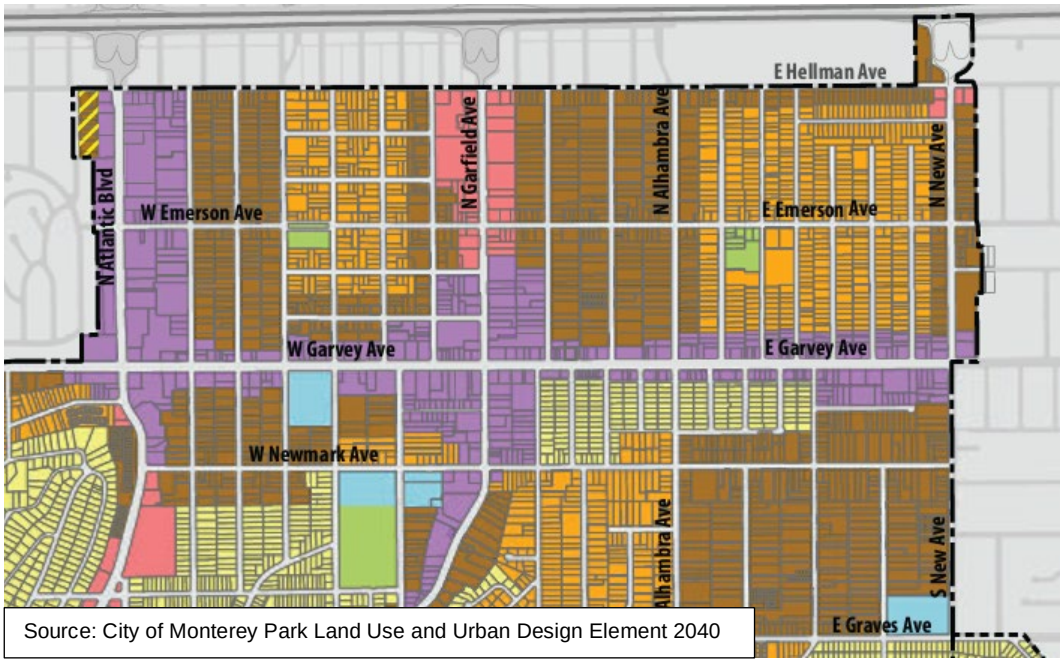
In 2022, 87 multifamily units were completed within the City, the majority of which were part of a single project. In addition, there are ten residential projects that would yield approximately 700 units currently in the City's pipeline, with project completion statuses ranging from "Conceptual" to "Under Construction". These projects include owner-occupied condominium units and renter-occupied apartment units.

Development Capacity Potential

The Housing Element anticipates most of its new residential development capacity will be in the City's northeast area, which contains the Mixed-Use zoned areas. The purple portions in **Figure 1** illustrate the downtown Mixed-Use zoned areas within the City. **Figure 2** from the City's Housing Element further illustrates that the majority of housing opportunity sites in the City (shown in orange) are in the northeast area.

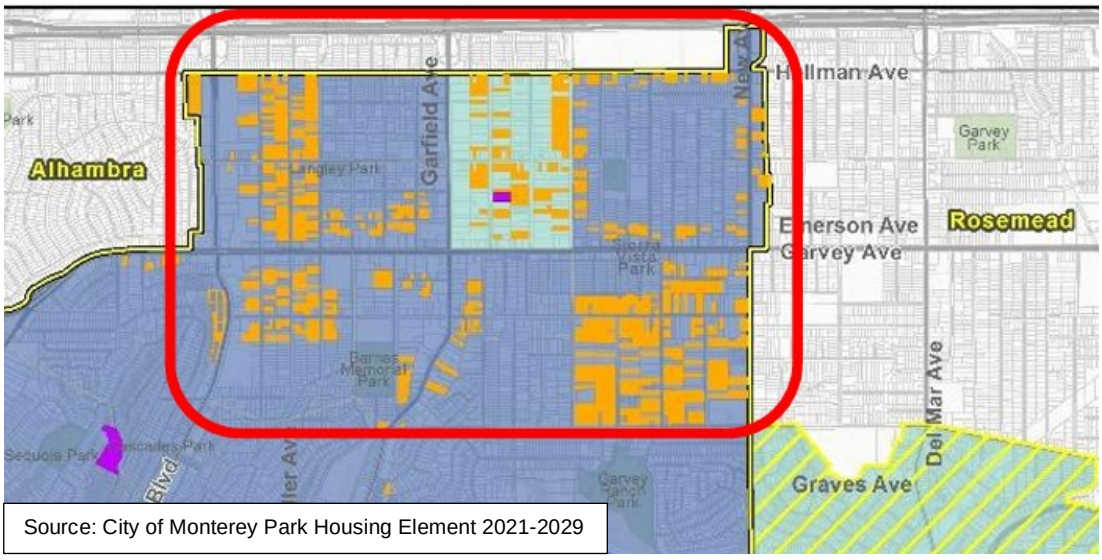
[6] EPS utilized the subregional median rent given the limited inventory of new multifamily rental apartments in the City.

Figure 1 Mixed-Use Land Designation Area



Source: City of Monterey Park Land Use and Urban Design Element 2040

Figure 2 Housing Opportunity Sites in the Northeast Portion of Monterey Park



Source: City of Monterey Park Housing Element 2021-2029

3. Development Feasibility Analysis

The development feasibility analysis detailed in this study tests whether new market-rate residential development in the City can absorb the financial impact of an inclusionary housing requirement. This assessment reflects that building affordable housing units represents a cost to market-rate housing projects, and it is possible that the additional cost will cause the project to be financially infeasible.

Methodology

To support an inclusionary requirement, a development project must demonstrate feasibility in excess of a feasibility "threshold," described in more detail below. Based on this criterion, the feasibility analysis is intended to demonstrate if an inclusionary housing program is an appropriate tool to adopt at this time given market conditions, and, if so, identify inclusionary requirements that could be feasibly absorbed by different types of new market-rate projects in the City. The analysis utilizes information on market rents and sale prices in the City, affordable rents and sale prices in the region, and development costs for new residential units in the region. The analysis reflects costs and values of newly constructed housing units since the IHO only applies to new development projects.

Assumptions

Product Prototypes

The feasibility analysis was conducted on a series of prototype residential products intended to reflect the types of new residential development projects expected to occur in the City in the coming years. The prototypes were informed by EPS research on the local housing market, which included review of recent developments and proposed projects, discussions with developers active in the City and subregion, input from City staff, and City zoning regulations.

The analyzed prototypes include three Citywide prototypes, reflecting residential zoning designations across the City; and three MU Zone prototypes reflecting the City's MU zoning designation. Prototypes for the MU Zone are considered separately as the MU designation provides zoning allowances distinct from other residential zones in the City. Specifically, there is no limit on density for projects in the MU Zone. Additionally, many of the properties located in the MU Zone meet the requirements of California law, which allows a developer to provide fewer parking spaces than required by the City standards if the development is constructed within ½ miles of a major transit hub. Since the MU Zone is expected to absorb a significant amount of future residential development in the City, it is

particularly important to understand the impact of the IHO on future projects in the MU Zone area.

The Citywide prototypes include one rental prototype – multifamily apartments – and two for-sale prototypes – multifamily condominiums and attached townhomes. The critical differentiator between the two for-sale prototypes is the density at which they are built, with the "condominium" product assumed to be built at a density of 30 units per acre and the "townhome" product assumed to be built at a density of 20 units per acre. These densities align with zoning regulations for the City's R-2 and R-3 zones, and the associated product types are based on how units at those densities can fit on a site. Given these densities, it is assumed that the condominium units would be contained within a single multi-story building, while the townhome units would be built as distinct units, each with its own ground-floor entrance (although likely with shared walls). The analysis also assumes that the prototypical condominium units are smaller than the prototypical townhome unit. While there may be additional factors – such as how the lot is subdivided – that the City uses to define a project as a condominium or townhome, this analysis does not account for those types of factors and only differentiates the prototypes based on density and unit size.

The Mixed-Use prototypes include two rental multifamily apartment prototypes and one for-sale multifamily condominium prototype. These products reflect characteristics of pipeline projects currently seen in the MU Zone. The difference between the two rental prototypes is the parking ratios, with one prototype assuming 2 spaces per unit and the other prototype assuming 1.5 spaces per unit. The two rental prototypes were developed per guidance from staff in the City's Community Development Department to reflect the range of parking ratios anticipated in pipeline and future projects. The Mixed-Use for-sale multifamily condominium prototype (for both market-rate and affordable units) also reflects a lower parking ratio of 2 spaces per unit as compared to the corresponding Citywide prototype, which assumes a parking ratio of 2.5 spaces per unit.[7]

The unit characteristics for each prototype are meant to represent average unit sizes, with the resulting analysis demonstrating feasibility for an average residential project. The findings of this analysis assume that the unique unit mix of any particular project will, in aggregate, conform to these average unit sizes. However, any specific project will have its own cost and revenue factors that may be impacted in part by its unit mix. Additionally, this analysis does not include a detached single-family home prototype, as the City anticipates limited future development of this product type.

[7] The use of a 2-space per unit parking ratio reflects the fact that while projects in the MU Zone will not be required to provide a minimum number of parking spaces per State law, developers will likely still provide some amount of parking to meet market expectations and demand.

The characteristics of each Citywide development prototype are summarized in **Table 2** and characteristics of each Mixed-Use development prototype are summarized in **Table 3**.

Table 2 Citywide Prototype Residential Products for Monterey Park

Item	Single Family Attached Townhome	Multifamily Condominium	Multifamily Rental - High Density
Tenure	Ownership	Ownership	Rental
Building Type	Attached	Multifamily	Multifamily
Density (units/acre)	20 units/acre	30 units/acre	30 units/acre
Unit Square Feet	1800 sq. ft.	1200 sq. ft.	1100 sq. ft.
Unit Bedrooms	3 per unit	2 per unit	2 per unit
Parking Spaces	2 per unit	2.5 per unit	2.5 per unit
Parking Type	Attached Garage	Podium	Podium

Source: City of Monterey Park; Costar; EPS

Table 3 Mixed-Use Prototype Residential Products for Monterey Park

Item	Multifamily Condominium	Multifamily Rental	
		More Parking	Less Parking
Tenure	Ownership	Rental	Rental
Building Type	Multifamily	Multifamily	Multifamily
Density (units/acre)	30 units/acre	70 units/acre	70 units/acre
Unit Square Feet	1200 sq. ft.	900 sq. ft.	900 sq. ft.
Unit Bedrooms	2 per unit	2 per unit	2 per unit
Parking Spaces	2 per unit	2 per unit	1.5 per unit
Parking Type	Podium	Podium	Podium

Source: City of Monterey Park; Costar; EPS

Development Cost Assumptions

Development cost categories include land acquisition, site preparation, hard costs (e.g., construction labor and materials), and indirect or “soft” costs (e.g., architecture/engineering, entitlement, financing, marketing). **Appendix A** provides additional detail about what elements are included in each development

cost category. For the multifamily prototypes that include structured/podium parking, EPS identifies parking costs as a separate line item and assumes the parking is built as one or two above-grade levels of parking below the residential levels. Data from recent developments and land transactions in the City have been combined with information from interviews with developers who are active in the region to inform the development cost assumptions used in the analysis.

Table 4, **Table 5**, and **Table 6** below detail the cost assumptions and estimated costs per unit for the apartment, condominium, and townhome prototypes, respectively, under the Citywide zoning designation, while **Table 7**, **Table 8**, and **Table 9** detail the assumption and estimated costs per unit for the apartment and condominium prototypes under the MU zoning designation. As shown, the estimated development costs for multifamily units are approximately $670,000 to $690,000 per unit under Citywide zoning designations, and $500,000 to $640,000 per unit under the Mixed-Use zoning designation. The estimated development cost for townhome units is approximately $490,000 per unit.

Table 4 Citywide Rental Apartment Prototype Unit Cost Assumptions

Item	Multifamily Apartment - High Density Assumptions		Per Unit
Development Prototype			
Tenure	Rental		
Parcel Size	1	acre	
Density	30	units/acre	
Unit Size	1,100	sq.ft.	
Amount of Parking	2.5	per unit	
Development Costs			
Land Costs	$2,500,000	per acre	$83,333
Site Preparation	$40	per sq.ft. of land	$58,080
Subtotal, Land			*$141,413*
Direct Construction Costs	$275	per sq.ft.	$302,500
Parking Costs	$50,000	per space, podium	$125,000
Builder Fee	3.0%	of direct costs, incl. parking	$12,825
Subtotal, Direct Costs			*$440,325*
Indirect Costs	25%	of direct costs	$110,081
Subtotal, Indirect Costs			*$110,081*
Total Development Costs			**$691,820**

Table 5 Citywide For-Sale Condominium Prototype Unit Cost Assumptions

Item	Multifamily Attached Condo Assumptions		Per Unit
Development Prototype			
Tenure		Ownership	
Parcel Size	1	acre	
Density	30	units/acre	
Unit Size	1,200	sq.ft.	
Number of Bedrooms	2.0	per unit	
Amount of Parking	2.5	per unit	
Development Costs			
Land Costs	$2,500,000	per acre	$83,333
Site Preparation	$40	per sq.ft. of land	$58,080
Subtotal, Land			*$141,413*
Direct Construction Costs	$250	per sq.ft.	$300,000
Parking Costs	$50,000	per space, podium	$125,000
Subtotal, Direct Costs			*$425,000*
Indirect Costs	25%	of direct costs	$106,250
Subtotal, Indirect Costs			*$106,250*
Total Construction Costs			**$672,663**

Table 6 Citywide For-Sale Townhome Prototype Unit Cost Assumptions

Item	Single Family Attached Townhome Assumptions		Per Unit
Development Prototype			
Tenure		Ownership	
Parcel Size	1	acre	
Density	20	units/acre	
Unit Size	1,800	sq.ft.	
Number of Bedrooms	3.0	per unit	
Amount of Parking	2.0	per unit	
Development Costs			
Land Costs	$2,500,000	per acre	$125,000
Site Preparation	$40	per sq.ft. of land	$87,120
Subtotal, Land			*$212,120*
Direct Construction Costs	$125	per bldg. sq.ft.	$225,000
Parking Costs	$0	per space	$0
Subtotal, Direct Costs			*$225,000*
Indirect Costs	25%	of direct costs	$56,250
Subtotal, Indirect Costs			*$56,250*
Total Construction Costs			**$493,370**

Table 7 Mixed-Use Rental Apartment Prototype Unit Cost Assumptions (with Less Parking)

Item	Multifamily Apartment - Mixed Use Downtown Assumptions		Per Unit
Development Prototype			
Tenure		Rental	
Parcel Size	1	acre	
Density	70	units/acre	
Unit Size	900	sq.ft.	
Amount of Parking	1.5	per unit	
Development Costs			
Land Costs	$4,000,000	per acre	$57,143
Site Preparation	$40	per sq.ft. of land	$24,891
Subtotal, Land			*$82,034*
Direct Construction Costs	$275	per sq.ft.	$247,500
Parking Costs	$50,000	per space, podium	$75,000
Builder Fee	3.0%	of direct costs, incl. parking	$9,675
Subtotal, Direct Costs			*$332,175*
Indirect Costs	25%	of direct costs	$83,044
Subtotal, Indirect Costs			*$83,044*
Total Development Costs			**$497,253**

Table 8 Mixed-Use Rental Apartment Prototype Unit Cost Assumptions (with More Parking)

Item	Multifamily Apartment - Mixed Use Downtown Assumptions		Per Unit
Development Prototype			
Tenure		Rental	
Parcel Size	1	acre	
Density	70	units/acre	
Unit Size	900	sq.ft.	
Amount of Parking	2.0	per unit	
Development Costs			
Land Costs	$4,000,000	per acre	$57,143
Site Preparation	$40	per sq.ft. of land	$24,891
Subtotal, Land			*$82,034*
Direct Construction Costs	$275	per sq.ft.	$247,500
Parking Costs	$50,000	per space, podium	$100,000
Builder Fee	3.0%	of direct costs, incl. parking	$10,425
Subtotal, Direct Costs			*$357,925*
Indirect Costs	25%	of direct costs	$89,481
Subtotal, Indirect Costs			*$89,481*
Total Development Costs			**$529,441**

Table 9 Mixed-Use For-Sale Condominium Prototype Unit Cost Assumptions

Item	Multifamily Attached Condo Assumptions		Per Unit
Development Prototype			
Tenure		Ownership	
Parcel Size	1	acre	
Density	30	units/acre	
Unit Size	1,200	sq.ft.	
Number of Bedrooms	2.0	per unit	
Amount of Parking	2.0	per unit	
Development Costs			
Land Costs	$2,500,000	per acre	$83,333
Site Preparation	$40	per sq.ft. of land	$58,080
Subtotal, Land			*$141,413*
Direct Construction Costs	$250	per sq.ft.	$300,000
Parking Costs	$50,000	per space, podium	$100,000
Subtotal, Direct Costs			*$400,000*
Indirect Costs	25%	of direct costs	$100,000
Subtotal, Indirect Costs			*$100,000*
Total Construction Costs			**$641,413**

Value Assumptions

Market-Rate Residential Values

The value for market-rate rental apartments is based on annual net operating income (NOI), which is calculated as annual rent minus annual operating expenses. For the apartment prototypes in Monterey Park, annual rent is assumed at $33,420 per unit (equivalent to $2,785 per month), and annual operating expenses are assumed at $10,000 per unit. This rental rate reflects market rents for newly constructed apartment projects in the San Gabriel Valley subregion.

For the market-rate for-sale prototypes, the value of the unit is equal to the estimated sale price. The assumed price points for new for-sale products in Monterey Park are $674,000 for a condominium unit and $870,000 for a townhome unit. These price points reflect expectations for newly constructed units, which are assumed to achieve higher prices than the overall existing inventory. For this analysis, EPS applied a premium of 40 percent over existing inventory values to estimate projected prices for new units, based on sales trend data for the San Gabriel Valley subregion.

Affordable Residential Values

Affordable rents and sale prices for inclusionary units are based on maximum housing costs affordable to households at various household income levels. Income levels for households in Los Angeles County are set by California law on an annual basis. The income level for each category differs by household size. This analysis assumes a two-bedroom unit is occupied by a three-person household and a three-bedroom unit is occupied by a four-person household.[8] For 2023, the Area Median Income (AMI) in Los Angeles County is defined as $88,400 for a household of three and $98,200 for a household of four.

In general, Very Low-Income households are defined as those earning up to 50 percent of AMI; Low-Income households earn up to 80 percent AMI; and Moderate-Income households earn up to 120 percent of AMI. However, within Los Angeles County, the maximum income defining Very Low- and Low-Income households is adjusted upwards from the associated percentage of AMI. This adjustment occurs in counties with relatively high housing costs and/or relatively high or low household incomes. Due to this adjustment, the maximum income for a Low-Income household—$90,850 for a three-person household and $100,900 for a four-person household—is actually higher than the area median income.

[8] Based on California Health and Safety Code Section 50052.5.

Based on the maximum household income for each income category, EPS calculated the maximum spending towards housing costs that would be considered affordable. The analysis assumes that households in affordable units spend no more than 30 percent of their gross annual income on total housing costs. For the purposes of this analysis, housing costs for rental units include rent only, while housing costs for for-sale units include mortgage and interest payments, insurance, property taxes, and Homeowners Association (HOA) fees. To calculate the maximum affordable sale price for for-sale units, EPS assumed that insurance, property taxes, and Homeowners Association (HOA) fees represent approximately 10 percent of household income, and therefore the maximum income available for a mortgage payment is 20 percent of annual household income. This mortgage payment was converted into an affordable home sale price assuming a 10 percent down payment and a 30-year mortgage with a fixed interest rate of 5 percent, reflecting a long-term, historical average.

The affordable values remain consistent across Citywide and Mixed-Use prototype products as they are based on County income limits rather than the programmatic characteristics of the prototype unit. **Table 10** indicates the maximum annual incomes for households associated with each income category in Los Angeles Category for the associated household size, as well as the affordable rents and sale prices associated with each category.

Table 10 Maximum Unit Values for Affordable Housing for Los Angeles County (2023)

Item	Very Low Income (50% AMI)	Low Income (80% AMI)	Moderate Income (120% AMI)
Multifamily Apartment			
Maximum Household Income [1]	$56,750	$90,850	$106,050
Income Available for Housing Costs/Year [2]	$13,887	$24,117	$28,677
Supportable Rent/Month	*$1,157*	*$2,010*	*$2,390*
(less) Operating Expenses per Unit/Year [3]	($7,500)	($7,500)	($10,000)
Annual Net Operating Income	$6,387	$16,617	$18,677
Capitalization Rate [4]	5%	5%	5%
Unit Value [5]	**$127,740**	**$332,340**	**$373,540**
Multifamily Attached Condo			
Household Income [1]	$56,750	$90,850	$106,050
Income Available for Housing Costs/Year [6]	$11,350	$18,170	$21,210
Supportable Mortgage [7]	$174,477	$279,317	$326,050
Supportable Home Price [8]	**$193,900**	**$310,400**	**$362,300**
Single Family Attached Townhome			
Household Income [1]	$63,050	$100,900	$117,850
Income Available for Housing Costs/Year [6]	$12,610	$20,180	$23,570
Supportable Mortgage [7]	$193,847	$310,216	$362,329
Affordable Home Price [8]	**$215,400**	**$344,700**	**$402,600**

[1] Reflects 2023 HCD Income Limits for a three-person household for apartments and condominiums, and a four-person household for townhomes.
[2] Assumes that no more than 30% of a household's income should be spent on housing costs for housing to be considered affordable. This number represents the affordable annual rent.
[3] Operating expenses are generally based on EPS feasibility studies in the region and are inclusive of utility costs; units at or below 80% of AMI are assumed to be built as non-profit and are therefore exempt from property taxes. Property taxes are assumed to comprise a share of the operating expenses for the moderate income category.
[4] The capitalization rate is used to determine the current value of a property based on estimated future operating income, and is typically a measure of estimated operating risk. Obtained for multifamily developments in Monterey Park and the surrounding region from CoStar.
[5] The unit value is determined by dividing the net operating income by the capitalization rate.
[6] Assumes that no more than 20% of household income is spent on mortgage payments. This reflects that total housing costs should not exceed 30% of income, and takes into account other housing-related costs, such as taxes, insurance, and HOA fees.
[7] Assumes a 30-year mortgage and a fixed 5% interest rate.
[8] Assumes a 10% down payment.

Sources: City of Monterey Park; HCD; CoStar; and Economic & Planning Systems, Inc.

Feasibility Thresholds

The assessment of financial feasibility for real estate development products is based on calculating financial return metrics for the products and comparing them against typical industry target thresholds. In the case of residential development, relevant return metrics are based on comparing total project revenues to total project development costs, as follows:

- For for-sale market-rate housing prototypes, which in this analysis includes condominiums and townhomes, the estimated cost of development (shown in **Table 5**, **Table 6**, and **Table 9**) is subtracted from the estimated value, or sale price, in order to calculate profit. The profit is then divided by the estimated development cost to calculate the relevant feasibility metric, *profit margin*, which is the percentage by which total project value exceeds total project cost. Based on EPS research and feedback from the developer community, the analysis assumes that developers in the greater Los Angeles region will require a projected profit margin of at least 15 percent to move forward with a for-sale development project. Therefore, a prototype attaining a profit margin at or above 15 percent at market sale prices would be considered feasible in this analysis. A profit margin *in excess of* 15 percent would be required to support any additional costs, such as an inclusionary requirement.

- For rental market-rate housing prototypes, which in this analysis includes multifamily apartments, the feasibility threshold is based on the return metric of "yield on cost," which is calculated by dividing the annual net operating income (NOI) by the total costs of development.[9] Based on EPS research and experience, the analysis assumes that developers in the greater Los Angeles region will require a projected yield on cost of at least 5.5 percent in order to move forward with a multifamily rental development project. A yield-on-cost *in excess of* 5.5 percent would be required to support any additional costs, such as an inclusionary requirement.

It is important to note that these return metrics do not account for the time value of money and are not based on any assumption regarding project timeline.

[9] Net operating income reflects total rent collected minus operating costs.

Feasibility Analysis Findings

EPS assumptions for prototype revenues and costs detailed above were used to calculate the relevant return metrics for each prototype category at market rates (without the current inclusionary requirements). The calculated return metrics for each prototype are detailed below in **Table 11**.

As shown, the analysis indicates that only the townhome prototype both meets feasibility thresholds at market rates and demonstrates sufficient feasibility to support the additional costs of an inclusionary requirement. None of the multifamily prototypes achieve feasible return thresholds at market rates, although the Mixed-Use prototypes' higher densities and lower parking ratios increase revenue and lower development cost, and are therefore estimated to generate higher returns as compared to their Citywide counterparts. Overall, the estimated returns for the multifamily prototypes suggest that, on average, it is challenging to develop these project types in the City under current market conditions. The additional costs of an inclusionary requirement would exacerbate those challenges and potentially limit the opportunities for new housing development in the community.

It is important to note that this analysis only reflects average prototypical projects and does not mean that the prototypes shown as infeasible above will never be built in the City. There are many factors that can impact the financial feasibility of any particular development project. For example, if a project can acquire land at a lower price or build at a higher density than what is represented in the above assumptions, the project may become financially feasible. Similarly, a developer may find that there is sufficient demand to achieve rents or sale prices higher than those assumed in this analysis. Indeed, the City may find that even though this analysis shows specific types of development to be infeasible at market rates, they still receive proposals to build these types of projects. Therefore, as stated previously in this report, the analysis should not be considered deterministic regarding the future of housing development in the City. Rather, it should be taken as informative regarding the obstacles to housing development under current average market conditions, and how inclusionary housing requirements might therefore impact the feasibility of the average project.

Table 11 Feasibility of Market-Rate Product Prototypes in Monterey Park

Item	Feasibility Threshold	Results
Multifamily Apartment - High Density		
Development Costs Per Unit		$692,000
Net Operating Income Per Unit		$23,000
Yield on Cost	5.5%	***3.4%***
Multifamily Attached Condo		
Development Costs Per Unit		$673,000
Average Sale Price		$674,000
Profit		$1,000
Profit Margin	15%	***0.1%***
Single Family Attached Townhome		
Development Costs Per Unit		$493,000
Average Sale Price		$870,000
Profit		$377,000
Profit Margin	15%	***76.3%***
Multifamily Apartment - Mixed Use Downtown (Less Parking)		
Development Costs Per Unit		$497,000
Net Operating Income Per Unit		$23,000
Yield on Cost	5.5%	***4.7%***
Multifamily Apartment - Mixed Use Downtown (More Parking)		
Development Costs Per Unit		$529,000
Net Operating Income Per Unit		$23,000
Yield on Cost	5.5%	***4.4%***
Multifamily Attached Condo - Mixed Use Downtown		
Development Costs Per Unit		$641,000
Average Sale Price		$674,000
Profit		$33,000
Profit Margin	15%	***5.0%***

Source: Economic & Planning Systems, Inc.

Key

Feasible

Infeasible

4. In-Lieu Fee Calculation

In addition to evaluating the impacts of the City's IHO on development feasibility, EPS was scoped to calculate an in-lieu fee that developers might pay instead of providing affordable units on-site. The City adopted a resolution in September 2023 regarding calculation of the in-lieu fee, which called for the fee to equal "the difference between the market rate price and the defined affordable price… associated with each income restricted unit required to be produced."[10] While this is one possible approach for calculating an in-lieu fee, EPS recommends an alternative approach that would still reflect the City's goal to establish a fee that reflects "the financial impact or 'affordability gap' that is created by the IHO," and is commonly used in other jurisdictions across the State.[11]

In EPS's recommended approach, the in-lieu fee is set to equal (as closely as possible) the cost that developers incur in providing on-site affordable units. This cost manifests as a "financial gap" associated with inclusionary units, calculated as the cost of developing the inclusionary unit (which is the same as the cost to build a market-rate unit) minus the inclusionary unit's value based on maximum affordable rents or sales prices. The in-lieu fee per required affordable unit would be based on that financial gap.

Using the financial gap approach described above, EPS calculated the financial gap for each modeled prototype unit at values associated with Low- and Moderate-Income affordability levels. The calculation utilizes the development costs detailed in **Table 4** through **Table 9** and affordable rents and sale prices detailed in **Table 10.** These gaps are shown in **Table 12** below.

[10] Resolution No. 2023-R74 – Inclusionary Housing In-Lieu Fee

[11] Ibid.

Table 12 Financial Gap for Inclusionary Units

Item	Low Income (80% AMI)	Moderate Income (120% AMI)
Multifamily Apartment - High Density		
Development Costs Per Unit	$692,000	$692,000
Development Value Per Unit	$332,000	$374,000
Financial Gap	**($359,000)**	**($318,000)**
Multifamily Attached Condo		
Development Costs Per Unit	$774,000	$774,000
Development Value Per Unit	$310,000	$362,000
Financial Gap	**($463,000)**	**($411,000)**
Single Family Attached Townhome		
Development Costs Per Unit	$567,000	$567,000
Development Value Per Unit	$345,000	$403,000
Financial Gap	**($223,000)**	**($165,000)**
Multifamily Apartment - Mixed Use Downtown (Less Parking)		
Development Costs Per Unit	$497,000	$497,000
Development Value Per Unit	$332,000	$374,000
Financial Gap	**($165,000)**	**($124,000)**
Multifamily Apartment - Mixed Use Downtown (More Parking)		
Development Costs Per Unit	$529,000	$529,000
Development Value Per Unit	$332,000	$374,000
Financial Gap	**($197,000)**	**($156,000)**
Multifamily Attached Condo - Mixed Use Downtown		
Development Costs Per Unit	$738,000	$738,000
Development Value Per Unit	$310,000	$362,000
Financial Gap	**($427,000)**	**($375,000)**

Source: Economic & Planning Systems

The financial gaps were then converted into a fee per market-rate square foot of a project, which is a standard basis for levying such fees. The fees per market-rate square foot are shown in **Table 13**. As shown, the fees for different prototypes range widely, aligned with the range of costs (and resulting financial gaps) associated with different prototype products.

Table 13 Inclusionary Housing Program Equivalent In-Lieu Fees for Prototypes

Item	On-Site Requirement	In-Lieu Fee Per Market Rate Sq. Ft.
Multifamily Apartment - High Density	9% Low-Income; 6% Moderate-Income	$46.77
Multifamily Attached Condo	15% Moderate-Income	$51.41
Single Family Attached Townhome	15% Moderate-Income	$13.73
Multifamily Apartment - Mixed Use Downtown (Less Parking)	9% Low-Income; 6% Moderate-Income	$24.74
Multifamily Apartment - Mixed Use Downtown (More Parking)	9% Low-Income; 6% Moderate-Income	$30.10
Multifamily Attached Condo - Mixed Use Downtown	15% Moderate-Income	$46.92

Source: Economic & Planning Systems, Inc.

For additional context, EPS has gathered information on in-lieu fee levels in several jurisdictions throughout the State, included in **Appendix B**. It is worth noting that while the approach of aligning the cost of the in-lieu fee with the cost of providing on-site units is considered the best practice, some cities make a policy decision to incentivize the production of on-site units over payment of the in-lieu fee (or vice versa). In these circumstances, a city's on-site requirement and the associated in-lieu fee may be intentionally different from a development cost perspective.

5. Strategic Considerations

Based on the above analysis, EPS finds that the costs of Monterey Park's current inclusionary housing requirements will likely be challenging on average for new market-rate residential development projects, particularly multifamily rental and ownership projects, to absorb under current market conditions. As summarized in **Table 14,** most of the modeled prototypes do not achieve the thresholds for feasibility at market rates, and the addition of the on-site inclusionary requirements and associated in-lieu fee move the prototypes even further away from achieving these thresholds. Only the for-sale attached townhome prototype demonstrates sufficient feasibility to support the City's current inclusionary housing requirements. The table also demonstrates that while zoning allowance in the MU Zone may improve development feasibility, future projects will likely have to achieve higher densities and lower parking ratios than currently observed in the pipeline projects in order to feasibly support inclusionary requirements.

Table 14 Feasibility of Product Prototypes with Current Inclusionary Program in Monterey Park

Item	Feasibility Threshold	Market Rate (No Inclusionary)	Current Program Feasibility	
			On-Site Build	Calculated In-Lieu Fee
Multifamily Apartment - High Density				
Yield on Cost	5.5%	3.4%	3.3%	3.2%
Multifamily Attached Condo				
Profit Margin	15%	0.1%	-6.8%	-8.3%
Single Family Attached Townhome				
Profit Margin	15%	76.3%	62.1%	67.9%
Multifamily Apartment - Mixed Use Downtown (Less Parking)				
Yield on Cost	5.5%	4.7%	4.5%	4.5%
Multifamily Apartment - Mixed Use Downtown (More Parking)				
Yield on Cost	5.5%	4.4%	4.3%	4.2%
Multifamily Attached Condo - Mixed Use Downtown				
Profit Margin	15%	5.0%	-2.3%	-3.5%

Source: Economic & Planning Systems, Inc.

Given these findings, EPS has outlined several strategies for the City to consider regarding the immediate and long-term future of the IHO. These strategies can help the City balance its affordable housing objectives with current market and development feasibility conditions. These strategies are not necessarily mutually exclusive, and the City may decide to pursue them in combination.

1. **Temporarily pause the inclusionary housing requirement.** The City may consider a pause in enforcement of the IHO until there is more market evidence that the development economics of residential development, particularly multifamily development, are improving. The City can continue to monitor several metrics in this regard, including developer interest and applications, residential production trends, development costs, and market prices/rents in the City. A reasonable timeframe for monitoring changing real estate and financial markets conditions would be one to two years. When early indicators, such as increased developer interest and multifamily rents, suggest improving market conditions, the City may then reevaluate the feasibility of its inclusionary program. While it would be a "best practice" to conduct another feasibility study at that time, the law does not require it.

2. **Phase-in the IHO requirements.** It can take some time for the market to respond to new inclusionary requirements and for developers to figure out how to adjust their development programs to maintain feasibility. Sometimes phasing in inclusionary requirements is a way for a jurisdiction to signal to the development community what is coming while allowing projects already in early planning stages to respond.

   A phase-in approach has been used in several jurisdictions, including in the cities of Long Beach and San Jose, as described below:

- The City of Long Beach phased in its inclusionary requirements over a three-year period, starting in 2021. Ownership projects that submitted their application for first approval in the first year were required to include 4 percent of units as affordable to Moderate-Income households. Those applying in the second year had to include 5 percent of units as affordable, and those applying in the third year had to include 10 percent of units as affordable. Similarly, for rental projects, applicants in the first year had to include 5 percent of units as affordable to Very-Low Income households, with the requirements increasing to 6 percent and then 11 percent for applicants in the second and third years. The City's in-lieu fee levels were similarly phased in.

- In San Jose, the City adopted its inclusionary housing ordinance in early 2010 but delayed implementation until 2013. The City also added a market-based "trigger" to allow for earlier implementation if the housing market picked up more quickly than expected. Specifically, the ordinance could go into effect if at least 2,500 building permits were issued within a 12-month consecutive period.

3. **Adjust the housing requirements so that the complying projects automatically qualify for the State Density Bonus (SDB).** As written, the City's inclusionary requirement for for-sale projects qualifies developers for a 10 percent density bonus through the SDB. For rental projects, the City's current inclusionary requirements do not automatically align with requirements for using the SDB. However, if the City increases the current requirement of 9 percent of units for Low Income households to 10 percent of units, projects would automatically qualify for a 20 percent density bonus. The City could potentially eliminate the requirement for Moderate-Income housing on rental to offset the cost of the additional Low-Income requirement. While this adjustment to the rental inclusionary requirements may not completely resolve feasibility concerns under current market conditions, the additional density and other regulatory waivers and concessions allowed under the SDB have economic value and can improve the feasibility of a residential project.

4. **Consider adopting an in-lieu fee that is lower than the equivalent subsidy of providing units on-site**. This would lessen the cost burden on developers while still generating revenue for City to use specifically for affordable housing initiatives and opportunities. Some examples of cities that have implemented such a strategy include Jurupa Valley and San Clemente.

   In taking this approach, the City should anticipate that most developers will choose to pay the in-lieu fee. However, even under this approach, some developers may still choose to build affordable units on-site anyway to qualify for the extra density and the waivers/concessions available under the SDB, which may be even more valuable to their project.

   If the City does take this approach, it may still only be helpful to the developers of attached townhome projects under current market conditions. Given the feasibility challenges demonstrated for multifamily development at market rates, even an in-lieu fee that is set below the equivalent cost of the on-site inclusionary requirement (e.g., $2 to $5 per square foot) may be more cost than new projects of this type can absorb at this time.

   It is also important to note that while cities do not often take this approach at the outset of establishing a new inclusionary housing program, it tends to happen over time if cities do not regularly update their inclusionary housing in-lieu fees. For example, cities that have not updated their in-lieu fees in some time may find that the cost to a developer of complying with the inclusionary requirement by building affordable units on-site far exceeds the cost of paying the in-lieu fee, given changes in development costs over time.

While the above strategies will not change the market and economic conditions impacting residential development projects, they can reduce the additional costs associated with inclusionary requirements. This in turn may increase the likelihood that any individual market-rate project can feasibly contribute to the supply of affordable units in the City.

APPENDICES

Appendix A: Development Program and Cost Categories

Item	Description	Sources
Development Prototype		
Density	Units permitted per acre, for each development prototype.	City zoning code and staff input
Unit Size	Average size of a unit.	CoStar; Redfin; Developer input; City staff input
Parking Requirement	Number of parking spaces required per unit.	City zoning code and staff input
Development Costs		
Land Costs	Acquisition of land. Varies by location and prototype.	CoStar, vacant land transactions where underlying zoning allows residential development; Developer input; SGVRHT pro formas
Site Preparation	Demolition (if needed), grading, horizontal infrastructure.	Developer input; EPS experience
Hard Costs	On-site work (labor and materials), vertical construction, general requirements, overhead and builder fees (excl. parking costs). Varies by prototype, with denser development costing more on a per square foot basis.	Developer input; Cost estimators (RLB, Marshall & Swift); EPS experience
Parking Costs	Hard costs specific to parking. Multifamily development assumes one to two levels of above-grade, podium-style parking beneath residential. Costs can range from $40,000 to $60,000 per space, or higher if undergrounding is required. Analysis assumes $50,000.	Developer input; Cost estimators (RLB, Marshall & Swift, Watry); EPS experience
Soft Costs	Architecture and engineering; entitlement and fees; project management; consultants; marketing, commissions, and general administration; financing and charges; insurance; and contingency. Assumed to be a percentage of hard costs.	Developer input; EPS experience

Appendix B: In-Lieu Fees in Other California Jurisdictions

Jurisdiction	In-Lieu Fee ($ / Sq. Ft.)	
	Rental	Ownership
Alhambra [1]	$0.89 - $14.30	$1.88 - $30.00
Pomona [1]	$0.33 - $9.20	$0.33 - $11.40
Glendale [1]	$28.71 - $55.00	$28.71 - $55.00
Pasadena [1] [2]	$55.21 - $76.68	$56.84 - $78.95
Long Beach	$47.50	$36.40
Montclair	$15,400 (per unit)	$15,400 (per unit)
Jurupa Valley [3]	$2.50	$2.50
Fremont	$17.50	$44.00
San Ramon	$14.63	$15.70

[1] These jurisdictions charge an in-lieu fee that varies by number of units in a project.

[2] The in-lieu fee in Pasadena is dependent on the location of the development within the city.

[3] Jurupa Valley chose to set their in-lieu fee lower than the associated subsidy for on-site units.

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Consent Calendar - 3A

TO: The Honorable Mayor and City Council

FROM: Amy Lee, City Treasurer

SUBJECT: Monthly Investment Report – December 2024

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing the monthly investment report; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

As of December 31, 2024, invested funds for the City of Monterey Park total $90,954,510.04.

BACKGROUND:

In accordance with the City's Investment Policy, a monthly investment report is presented to the City Council showing the types of investments, dates and maturities, amounts of deposits, rates of interest, and the current market values for securities with maturity more than 12 months. The attached monthly investment report includes a portfolio summary from Chandler Asset Management.

Respectfully submitted by:

Amy Lee
City Treasurer

Prepared by:

Martha Garcia
Finance Director

Approved by:

Inez Alvarez
City Manager

ATTACHMENT:

1. Monthly Investment Report

ATTACHMENT 1
Monthly Investment Report

CITY OF MONTEREY PARK
INVESTMENT REPORT
DECEMBER 31, 2024

INVESTMENTS PORTFOLIO PROFILE:

TOTAL BALANCE AT 12/31/2024				**$ 90,954,510.04**
INVESTMENT COMPOSITION				
(1) **LA COUNTY POOLED INVESTMENT FUND**		ON DEMAND	3.73%	$ 25,989,850.56
(2) **LOCAL AGENCY INVESTMENT FUND**		ON DEMAND	4.434%	$ 31,677,259.06
(3) **CHANDLER ASSET MANAGEMENT**			4.82%	$ 25,693,400.42

	(4) **CERTIFICATES OF DEPOSIT**	Purchase Date	Maturity Date	Interest Rate	
1	MEDALLION BANK UTAH	01/28/22	01/28/25	1.25%	245,000
2	PENTAGON FEDERAL UNION	01/31/22	01/31/25	1.25%	245,000
3	BEAL BANK	02/02/22	01/29/25	1.15%	245,000
4	VALLIANCE BANK	03/18/22	03/18/25	1.40%	245,000
5	STATE BANK OF TEXAS	03/25/22	03/25/25	1.45%	245,000
6	FIRST FED SAVINGS & LOAN	03/30/22	03/31/25	2.00%	245,000
7	LAFAYETTE FEDERAL CREDIT UNION	03/30/22	03/31/25	2.20%	245,000
8	COMENITY CAPITAL BANK	04/14/22	04/14/25	2.55%	245,000
9	AMERICU CREDIT UNION	04/21/22	04/21/25	2.30%	245,000
10	BALBOA THRIFT & LOAN	04/29/22	04/29/25	2.00%	245,000
11	RAIZ CREDIT UNION	01/25/23	01/27/25	4.75%	245,000
12	GREENWOOD MUNICIPAL FED CREDIT UI	01/27/23	01/27/25	4.80%	245,000
13	WORKERS	01/27/23	01/27/25	4.70%	245,000
14	ALPINE BANK	01/31/23	01/31/25	4.55%	245,000
15	SOUTHEAST BANK	02/06/23	02/06/25	4.55%	245,000
16	RED CROWN FCU	02/22/23	02/21/25	4.85%	245,000
17	TECHNOLOGY FCU	02/24/23	02/24/25	5.00%	245,000
18	UFIRST FEDERAL CREDIT UNION	02/24/23	08/25/25	4.85%	245,000
19	SEA COMM FEDERAL CREDIT UNION	03/02/23	03/03/25	4.90%	245,000
20	WESTERN ALLIANCE BANK	05/05/23	05/05/25	4.85%	245,000
21	GLOBAL CREDIT UNION	05/12/23	05/12/25	4.85%	245,000
22	BANK OF AMERICA	07/24/24	07/24/25	4.85%	245,000
23	FLASTAR BANK NA	07/25/24	01/26/26	4.85%	245,000
24	CONNEX CU	08/06/24	08/06/25	4.95%	245,000
25	TRUSTONE FINANCIAL FCU	08/15/24	08/15/25	4.45%	245,000
26	PREFERRED BANK	09/03/24	09/03/25	4.41%	100,000
27	PREFERRED BANK	09/08/24	09/08/25	4.41%	150,000
28	FINANCIAL PARTNERS CREDIT UNION	09/13/24	09/12/25	4.35%	245,000
29	BARCLAYS BANK	09/18/24	09/18/25	4.30%	239,000
30	ROCKLAND FEDERAL CREDIT UNION	09/25/24	09/25/25	4.50%	245,000
31	KEYPOINT CREDIT UNION	10/30/24	10/30/25	4.35%	245,000
32	RIZE FED CREDIT UNION	12/13/24	12/14/26	4.25%	245,000
	Total CDs (32)			3.746%	***$ 7,594,000.00***

OTHER INFORMATION:

BANK BALANCE: [1]	$18,762,086.31
AVERAGE MATURITY DAYS	228
AVERAGE INTEREST RATE FOR THE MONTH	4.278%

THE CITY'S INVESTMENT HAS SUFFICIENT LIQUIDITY TO MEET THE CITY'S EXPENDITURE REQUIREMENTS FOR THE NEXT 180 DAYS. THE 180-DAY LIQUIDITY DISCLOSURE IS REQUIRED PER GOVERNMENT CODE 53646.

THERE HAVE BEEN NO VARIANCES TO THE INVESTMENT POLICY.

(1) Bank balance is maintained to cover outstanding warrants, payroll checks and on-going operating costs.

PORTFOLIO SUMMARY

City of Monterey Park | Account #11189 | As of December 31, 2024

Portfolio Characteristics

Average Modified Duration	1.83
Average Coupon	4.23%
Average Purchase YTM	4.82%
Average Market YTM	4.45%
Average Quality	AA
Average Final Maturity	2.22
Average Life	1.89

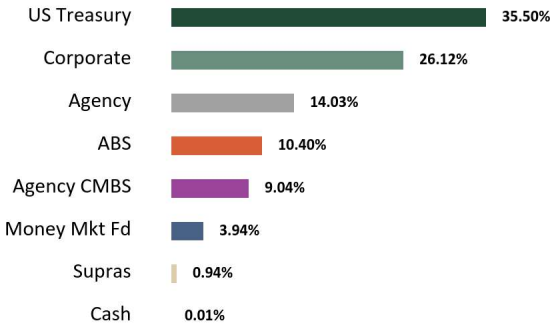
Account Summary

	Beg. Values as of 12/01/2024	End Values as of 12/31/2024
Market Value	25,796,429.58	25,794,722.95
Accrued Interest	206,430.65	235,767.09
Total Market Value	**26,002,860.23**	**26,030,490.04**
Income Earned	86,503.72	120,771.56
Cont/WD	0.00	0.00
Par	25,844,369.59	25,907,769.63
Book Value	25,620,720.41	25,693,400.42
Cost Value	25,522,349.52	25,604,194.97

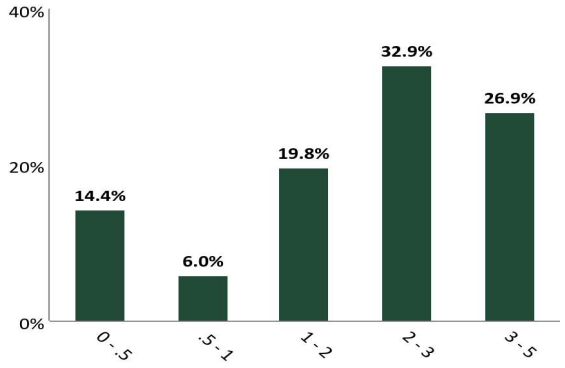
Top Issuers

Government of The United States	35.50%
FHLMC	9.04%
Farm Credit System	7.02%
Federal Home Loan Banks	7.01%
First American Govt Oblig fund	3.94%
PACCAR Inc	2.23%
Bank of America Credit Card Trust	1.47%
John Deere Owner Trust	1.47%

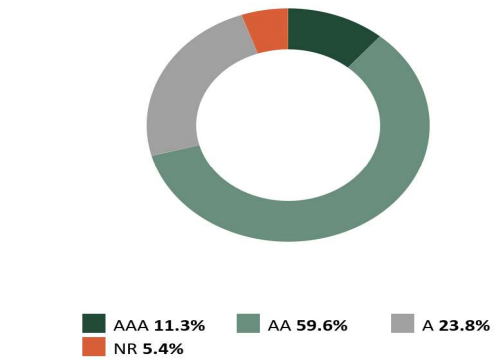
Sector Allocation



Maturity Distribution



Credit Quality



*See Footnote

Performance Review

Total Rate of Return	1M	3M	YTD	1YR	2YRS	3YRS	5YRS	10YRS	Since Inception (03/12/24)
City of Monterey Park	0.12%	(0.05%)	--	--	--	--	--	--	--
Benchmark Return*	0.24%	(0.05%)	--	--	--	--	--	--	--

*Periods over 1 year are annualized.
Benchmark: ICE BofA 1-3 Year US Treasury & Agency Index Secondary Benchmark:
The credit quality is a weighted average calculation of the highest of S&P, Moody's and Fitch

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Consent Calendar - 3B

TO:	The Honorable Mayor and City Council
FROM:	Martha Garcia, Director of Finance
SUBJECT:	Waive Further Reading and Adopt an Ordinance Establishing a Business License Tax Schedule

RECOMMENDATION:

It is recommended that the City Council consider:

1. Waiving the second reading and adopting the proposed ordinance; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Ordinance was introduced and received first reading at the December 18, 2024, City Council meeting. The original staff report is attached for reference. Second reading and adoption of this Ordinance is recommended. If adopted, the Ordinance will replace Urgency Ordinance (attached).

Respectfully submitted by:

Martha Garcia
Director of Finance

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENT:

1. Draft Ordinance
2. Urgency Ordinance
3. December 18, 2024 Staff Report (without attachments)

ATTACHMENT 1
Draft Ordinance

ORDINANCE NO.

AN UNCODIFIED ORDINANCE ESTABLISHING A BUSINESS LICENSE TAX SCHEDULE BASED ON BUSINESSES GROSS RECEIPTS

The City Council of the city of Monterey Park does ordain as follows:

SECTION 1: The City Council finds as follow:

A. On November 5, 2024, voters adopted Measure BE which updated the structure of the City's business license tax ("BLT") to be based on a business's gross receipts. The measure was adopted based upon a 70.46% voter approval;

B. Section 9 of Measure BE authorizes the City Council to implement the BLT via regulations adopted by ordinance. This Ordinance exercises that authority in accordance with the voter's intent;

C. The City Council is implementing a scaled BLT schedule for businesses earning over $25,000,000 annually; and

D. The City Council recognizes that California law including, without limitation, *Melton v. City of San Pablo* (1967) 252 Cal.App.2d 794 and *In re Cindy B. v. Eugene B.* (1987) 192 Cal.App.3d 771, allows legislation to be retroactively applied when the legislative intent for such retroactivity is clear.

SECTION 2: Pursuant to Section 9 of Measure BE, the City Council adopts the Business License Tax Schedule as follows:

Gross Receipts From	Gross Receipts To & Including	Base fee
$0.00	$500,000.00	$75
$500,000.01	$25,000,000.00	$75 plus additional $.75 for every $1,000 of gross receipts in excess of $500,000
$25,000,000.01	$30,000,000.00	18,450.00
$30,000,000.01	$35,000,000.00	22,200.00
$35,000,000.01	$40,000,000.00	25,950.00
$40,000,000.01	$45,000,000.00	29,700.00
$45,000,000.01	$50,000,000.00	33,450.00
$50,000,000.01	$55,000,000.00	37,200.00
$55,000,000.01	$60,000,000.00	40,950.00
$60,000,000.01	$65,000,000.00	44,700.00
$65,000,000.01	$70,000,000.00	48,450.00
$70,000,000.01	over	85,950.00

SECTION 3: Unless otherwise revised, the Schedule established by this Ordinance will be automatically adjusted on an annual basis on January 1 of each year by applying the percent change of the Los Angeles Area of Consumer Price Index (CPI) for All Urban Consumers for the prior 12-month period ending on October 31 to the scaled business license tax (BLT) schedule for businesses earning over $25,000,000 annually. The first fee adjustment cannot be made before a minimum of nine months after the effective date of this Ordinance.

SECTION 4: This Ordinance is exempt from review under the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, *et seq*.; "CEQA") and CEQA Guidelines (14 Cal. Code Regs. §§ 15000, *et seq*.) because it establishes, modifies, structures, restructures, and approves rates and charges for meeting operating expenses; purchasing supplies, equipment, and materials; meeting financial requirements; and obtaining funds for capital projects needed to maintain service within existing service areas. This Ordinance, therefore, is categorically exempt from further CEQA review under CEQA Guidelines § 15273.

SECTION 5: **Electronic Signatures**. This Ordinance may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 6: **Recordation**. The Mayor, or presiding officer, is authorized to sign this Ordinance signifying its adoption by the City Council of the City of Monterey Park and the City Clerk, or her duly appointed deputy, may attest thereto.

SECTION 7: **Effective Date**. This Ordinance will become retroactively effective to January 1, 2025 and will remain effective unless repealed or superseded.

PASSED AND ADOPTED this ___ day of January, 2025.

_____
_____, Mayor

ATTEST:

_____
Maychelle Yee, City Clerk

APPROVED AS TO FORM:

_____
Karl H. Berger, City Attorney

ATTACHMENT 2
Urgency Ordinance

ORDINANCE NO. 2257

AN UNCODIFIED URGENCY ORDINANCE ESTABLISHING A BUSINESS LICENSE TAX SCHEDULE BASED ON BUSINESSES GROSS RECEIPTS

The City Council of the city of Monterey Park does ordain as follows:

SECTION 1: The City Council finds as follow:

A. On November 5, 2024, voters adopted Measure BE which updated the structure of the City's business license tax ("BLT") to be based on a business's gross receipts. The measure was adopted based upon a 70.46% voter approval;

B. Section 9 of Measure BE authorizes the City Council to implement the BLT via regulations adopted by ordinance. This Ordinance exercises that authority in accordance with the voter's intent;

C. The City Council is implementing a scaled BLT schedule for businesses earning over $25,000,000 annually; and

D. The City Council recognizes that California law including, without limitation, *Melton v. City of San Pablo* (1967) 252 Cal.App.2d 794 and *In re Cindy B. v. Eugene B.* (1987) 192 Cal.App.3d 771, allows legislation to be retroactively applied when the legislative intent for such retroactivity is clear.

E. To ensure that the voter's will is implemented expeditiously, the City Council finds it is in the public interest that the BLT schedule become effectively immediately so that it may be implemented beginning January 1, 2025. Failure to implement the BLT schedule would result in disrupting the tax revenue authorized by the voters; create inefficiencies within the City's finances; and result in inequity as to the application of Measure BE.

F. Based on the foregoing, and, in accordance with Government Code §§ 36934 and 36937(b) and the City's police powers, the City Council finds that that this Ordinance should be adopted on an urgency basis to preserve public peace, health, safety and welfare.

SECTION 2: **BLT Schedule**. Pursuant to Section 9 of Measure BE, the City Council adopts the Business License Tax Schedule as follows:

Gross Receipts From	Gross Receipts To & Including	Base fee
$0.00	$500,000.00	$75
$500,000.01	$25,000,000.00	$75 plus additional $.75 for every $1,000 of gross receipts in excess of $500,000
$25,000,000.01	$30,000,000.00	18,450.00
$30,000,000.01	$35,000,000.00	22,200.00
$35,000,000.01	$40,000,000.00	25,950.00
$40,000,000.01	$45,000,000.00	29,700.00
$45,000,000.01	$50,000,000.00	33,450.00
$50,000,000.01	$55,000,000.00	37,200.00
$55,000,000.01	$60,000,000.00	40,950.00
$60,000,000.01	$65,000,000.00	44,700.00
$65,000,000.01	$70,000,000.00	48,450.00
$70,000,000.01	over	85,950.00

SECTION 3: **CPI Adjustment**. Unless otherwise revised, the Schedule established by this Ordinance will be automatically adjusted on an annual basis on January 1 of each year by applying the percent change of the Los Angeles Area of Consumer Price Index (CPI) for All Urban Consumers for the prior 12-month period ending on October 31 to the scaled business license tax (BLT) schedule for businesses earning over $25,000,000 annually. The first fee adjustment cannot be made before a minimum of nine months after the effective date of this Ordinance.

SECTION 4: **Environmental Assessment**. This Ordinance is exempt from review under the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, *et seq*.; "CEQA") and CEQA Guidelines (14 Cal. Code Regs. §§ 15000, *et seq*.) because it establishes, modifies, structures, restructures, and approves rates and charges for meeting operating expenses; purchasing supplies, equipment, and materials; meeting financial requirements; and obtaining funds for capital projects needed to maintain service within existing service areas. This Ordinance, therefore, is categorically exempt from further CEQA review under CEQA Guidelines § 15273.

SECTION 5: **Electronic Signatures**. This Ordinance may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 6: **Recordation**. The Mayor, or presiding officer, is authorized to sign this Ordinance signifying its adoption by the City Council of the City of Monterey Park and the City Clerk, or her duly appointed deputy, may attest thereto.

SECTION 7: **Effective Date.** Based on the findings in Section 1, this urgency ordinance is adopted by a four-fifths vote for the immediate preservation of the public peace, health, safety and welfare and becomes effective immediately pursuant to Government Code § 36937(b). It may be implemented beginning January 1, 2025.

PASSED AND ADOPTED this 18th day of December 2024.

Vinh Ngo, Mayor

ATTEST:

Maychelle Yee, City Clerk

APPROVED AS TO FORM:

Karl H. Berger, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §
CITY OF MONTEREY PARK)

I, Maychelle Yee, City Clerk of the City of Monterey Park, California, do hereby certify that the foregoing Urgency Ordinance No. 2257 was duly passed, approved and adopted at its regular meeting held on 18th day of December, 2024 by the following vote:

Ayes:	Council Members:	Wong, Sanchez, Lo, Yang, Ngo
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None
Recusal:	Council Members:	None

Dated this 18th day of December, 2024.

Maychelle Yee, City Clerk
City of Monterey Park, California

ATTACHMENT 3
December 18, 2024 Staff Report

City Council Staff Report

DATE: December 18, 2024

AGENDA ITEM NO:

TO: The Honorable Mayor and City Council

FROM: Martha Garcia, Finance Director

SUBJECT: Adopt a Ordinance Establishing a Business License Tax Schedule

RECOMMENDATION:

It is recommended that the City Council consider:

1. Adopt an urgency ordinance establishing a business license tax schedule;
2. Introduce and waive first reading of an ordinance establishing a business license tax schedule;
3. Approve a one-time extension for renewal of business license tax, due and payable by April 1, 2025; and
4. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

These actions are exempt from review under the California Environmental Quality Act (California Public Resources Code §§ 2100, et seq., "CEQA") and CEQA regulations (14 California Code of Regulations §§ 15000, et seq.) because they establish rules and procedures to implement government funding mechanisms; do not involve any commitment to a specific project which could result in a potentially significant physical impact on the environment; and constitute an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. Accordingly, neither of the propositions constitute a "project" that requires environmental review (see specifically 14 CCR § 15378(b)(4-5)).

EXECUTIVE SUMMARY:

On November 5, 2024, voters adopted Measure BE which updated the structure of the City's business license tax to be based on a business's gross receipts. The measure was adopted based upon a 70.46% voter approval.

In order to continue to be an attractive place for larger businesses to operate, City staff is recommending a scaled business license tax (BLT) schedule for businesses earning over $25,000,000 annually. The City is also seeking approval for one-time extension for renewal of business license tax, due and payable by April 1, 2025.

BACKGROUND:

Like many cities, the City of Monterey Park imposes a local business tax to help fund municipal services within the community. The City uses these revenues for City services such as police patrol, fire suppression, parks, recreation, maintenance services, library services and senior programs. The business license tax is not regulatory; it is for revenue generation only.

The Monterey Park Municipal Code ("MPMC") § 5.08.010 requires that any person (which includes businesses) owning or transacting business in the City must obtain a license, regardless of where the business is physically located.

Approximately seven of the current 4,700 businesses within the City are estimated to gross over $25,000,000 in revenue annually. The next highest revenue grossing business earns less than $10,000,000 annually. City staff is proposing to adopt a Resolution allowing for a scaled BLT schedule that would ensure fairness while remaining business-friendly to the seven extremely high grossing businesses. The Resolution permits an automatic annual increase based on the Consumer Price Index (CPI) for All Urban Consumers for the prior 12-month period ending on October 31st and would be applied and effective on Janaury1st of each year (beginning January 1, 2026). Section 9 of Measure BE authorizes the City Council to implement the BLT via regulations adopted by ordinance.

Recommended Business License Tax Schedule:

Gross Receipts From	Gross Receipts To & Including	Business License Tax Cost
$0.00	$500,000.00	$75
$500,000.01	$25,000,000.00	$75 plus additional $0.75 for every $1,000 of gross receipts in excess of $500,000
$25,000,000.01	$30,000,000.00	18,450.00
$30,000,000.01	$35,000,000.00	22,200.00
$35,000,000.01	$40,000,000.00	25,950.00
$40,000,000.01	$45,000,000.00	29,700.00
$45,000,000.01	$50,000,000.00	33,450.00
$50,000,000.01	$55,000,000.00	37,200.00
$55,000,000.01	$60,000,000.00	40,950.00
$60,000,000.01	$65,000,000.00	44,700.00
$65,000,000.01	$70,000,000.00	48,450.00
$70,000,000.01	over	85,950.00

To ensure that the City may collect the BLT on schedule, it is recommended that the City adopt the draft urgency ordinance that would take effect immediately. This would allow the City to begin collecting the BLT on January 1, 2025. Furthermore, Municipal Code § 5.08.210, states annual business license tax shall be due and payable in advance on the first day of January of each year. To allow businesses to adjust to the new BLT structure, the City is seeking approval for a one-time extension for renewal of business license tax, due and payable by April 1, 2025.

2024-25 STRATEGIC PLAN GOAL:

With the passing of Measure BE, the City is seeking to achieve its goal of maintaining fiscal stability of our City's financial resources, specifically its objective of reviewing and revising city revenue sources while also maintaining a business-friendly climate and ensuring an equitable, fair, and modern business license tax base. Setting a BLT Schedule will allow businesses grossing $25,000,000 or more annually to pay their fair share without unduly impacting their overall operations and will help the City maintain fiscal stability.

FISCAL IMPACT:

The City currently receives approximately $800,000 in BLT. The passing of Measure BE inclusive of the business license tax schedule is expected to generate approximately $1,200,000 annually for the city in general fund revenues, an increase of $400,000.

Respectfully submitted by:

Martha Garcia
Finance Director

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Karl H. Berger
City Attorney

ATTACHMENT:

1. Urgency Ordinance
2. Regular Ordinance

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Consent Calendar - 3C

TO: The Honorable Mayor and City Council

FROM: Shawn Igoe, Director of Public Works

SUBJECT: Waive Further Reading and Adopt an Ordinance setting speed limits based upon certification of the 2017 Engineering and Traffic Survey for speed limits effective through October 2031 and the 2024 Engineering and Traffic Survey of 26 Locations for speed limits through October 2038

RECOMMENDATION:

It is recommended that the City Council consider:

1. Waiving the second reading and adopting the proposed ordinance; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Ordinance was re-introduced and received first reading at the December 18, 2024 City Council meeting. The original staff report (from November 6, 2024) is attached for reference. Second reading and adoption of this Ordinance is recommended. If adopted, the Ordinance will take effect in 30 days.

Respectfully submitted by:

Shawn Igoe
Director of Public Works

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENT:

1. Draft Ordinance
2. November 6, 2024 Staff Report (without attachments)

ATTACHMENT 1
Draft Ordinance

ORDINANCE NO.

AN ORDINANCE ESTABLISHING SPEED LIMITS FOR CERTAIN LOCATIONS AS PROVIDED BY MONTEREY PARK MUNICIPAL CODE § 10.32.010(B) IN ACCORDANCE WITH VEHICLE CODE § 22357 BASED UPON AN ENGINEERING AND TRAFFIC SURVEY AS DEFINED BY VEHICLE CODE § 627.

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1: The City Council finds as follows:

A. Vehicle Code § 22352 establishes prima facie speed limits throughout the City;

B. Vehicle Code § 22357 authorizes the City to establish certain speed limits based upon an engineering and traffic survey as defined by Vehicle Code § 627;

C. In accordance with Vehicle Code § 40802, the speed limits authorized by Vehicle Code § 22357 must be justified by engineering and traffic surveys conducted every five to 10 years;

D. The City adopted its last Engineering and Traffic Survey August 2, 2017. On October 11, 2024 Transtech Engineers, Inc. certified the 2017 Engineering and Traffic Survey to be accurate for an additional 14 years ("2017 Certification Report"). The 2017 Certification Report determined no significant changes on 45 out of 73 segments, thereby certifying the posted speed limits effective October 2017 through October 2031. Additionally, a supplemental 2024 Engineering and Traffic Survey of 26 Locations was completed October 11, 2024 (meeting the requirements of Vehicle Code § 627) for the remaining 26 segments ("2024 Engineering and Traffic Survey"). The 2024 Engineering and Traffic Survey recommended a speed limit change on 14 of the 26 segments analyzed. The 2024 Engineering and Traffic Survey also confirms the certification of 12 segments, maintaining the current posted speed limits. The 2017 Certification Report and 2024 Engineering and Traffic Survey, collectively the "Survey", are attached as Exhibit "A" and incorporated by reference; and

E. This Ordinance, and the speed limits established below, rely upon the Survey for purposes of Vehicle Code § 22357 and is adopted in accordance with Monterey Park Municipal Code § 10.32.010(B) as an uncodified ordinance.

SECTION 2: The City Council adopts the 2017 Certification Report. Based upon the

Report, and in accordance with Vehicle Code §§ 22352 and 22357, the City Council amends Exhibit A to Ordinance No. 2144, adopted November 1, 2017, for speed limits effective until October 2031 as follows:

Table 1: City of Monterey Park 14-Year Certification of the 2017 Engineering and Traffic Survey Speed Limits
2017 Adopted Speed Limits are Effective until October of 2031

ID	Primary Location	Limits		Street Classification	Adopted 2017 Speed
		Beginning	Ending	CRS Maps	Limit
1	Abajo Road	Garvey Avenue	Vagabond Drive	Local	25
2	Ackley Street	Fulton Avenue	Orange Avenue	Collector	25
3	Ackley Street	Orange Avenue	Arroyo Drive	Secondary	25
4	Brightwood Street	Crest Vista Drive	Atlantic Boulevard	Local	25
5	Cadiz Street/Crest Vista Drive	Ridgecrest Street	Atlantic Boulevard	Collector	25
6	Casuda Canyon Drive	Garvey Avenue	Alzado Street	Collector	25
7	Casuda Canyon Drive	Alzado Street	Corporate Center Drive	Collector	30
8	Coral View Street	Garfield Avenue	Fulton Avenue	Collector	25
9	Corporate Center Drive	Ramona Boulevard	Casuda Canyon Drive	Secondary	40
10	Corporate Center Drive	Casuda Canyon Drive	Floral Drive	Secondary	40
11	Crest Vista Drive	Ridgcrest Street	Floral Drive	Collector	25
12	El Repetto Drive	Atlantic Boulevard	Garfield Avenue	Collector	25
13	Emerson Avenue	Atlantic Boulevard	Garfield Avenue	Secondary	25
14	Emerson Avenue	Garfield Avenue	New Avenue	Secondary	25
15	Findlay Avenue	Riggin Street	Pomona Boulevard	Secondary	25
16	First Street	West City Limit	Atlantic Boulevard	Secondary	35
17	Fulton Avenue	Kempton Avenue	Coral View Street	Local/Collector	25
18	Fulton Avenue	Coral View Street	Floral Drive	Collector	30
19	Fulton Avenue	Floral Drive	Pomona Boulevard	Collector	25
20	Grandridge Avenue	Garfield Avenue	El Repetto Drive	Local	25
21	Graves Avenue	Garfield Avenue	New Avenue	Secondary	30
22	Harding Avenue	Atlantic Boulevard	Ramona Avenue	Secondary	25
23	Hillside Street	Ridge Crest Street	Floral Drive	Local	25
24	Kempton Avenue	Lincoln Avenue	Fulton Avenue (s)	Local	25
25	Markland Drive	Riggin Street	Potrero Grande Drive	Local/Collector	25
26	McPherrin Avenue	Garvey Avenue	Harding Avenue	Local	25

27	Monterey Pass Road	Garvey Avenue	Vagabond Road	Secondary	40
28	Monterey Pass Road	Vagabond Road	Floral Drive	Secondary	40
29	New Avenue	Hellman Avenue	Garvey Avenue	Principal Arterial	35
30	New Avenue	Garvey Avenue	Graves Avenue	Secondary	35
31	Newmark Avenue	Atlantic Boulevard	Garfield Avenue	Collector	30
32	Newmark Avenue	Garfield Avenue	New Avenue	Collector	30
33	Ramona Avenue	Garvey Avenue	Garfield Avenue	Collector	25
34	Ramona Boulevard	West City Limits	North City Limits	Secondary	35
35	Ridgcrest Street	Hillside Street	Floral Avenue	Local	25
36	Riggin Street	Atlantic Boulevard	Findlay Avenue	Secondary	35
37	Riggin Street	Findlay Avenue	Garfield Avenue	Secondary	35
38	Riggin Street	Garfield Avenue	Fulton Avenue	Secondary/Local	30
39	Saturn Street	Atlas Avenue	Potrero Grande Drive	Secondary	40
40	Verde Vista Drive	Casuda Canyon Drive	Abajo Drive	Local	25
41	Wilcox Avenue	Kempton Avenue	Coral View Street	Local	25
42	Wilcox Avenue	Coral View Street	Riggin Street	Local/Secondary	25
43	Wilcox Avenue	Riggin Street	Pomona Boulevard	Secondary	35
44	Ynez Avenue	Hellman Avenue	Garvey Avenue	Collector	30
45	Ynez Avenue	Garvey Avenue	Graves Avenue	Local	25

SECTION 3: The City Council adopts the 2024 Engineering and Traffic Survey. Based upon the Survey, and in accordance with Vehicle Code §§ 22352 and 22357, the City Council amends Exhibit A to Ordinance No. 2144, adopted November 1, 2017, for speed limits effective until October 2038 as follows:

Table 2: City of Monterey Park 2024 Engineering and Traffic Survey Summary 30

ID	Primary Location	Limits		Street Class. (A)	Existing Posted Speed	Change in Limit? Yes/No	Proposed 2024 Speed Limit
		Beginning	Ending				
1	Alhambra Avenue	Hellman Avenue	Garvey Avenue	Collector	30	No	30[1]
2	Alhambra Avenue	Garvey Avenue	Graves Avenue	Collector	35	Yes	30[1]
3	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	Primary	30	No	30[1]
4	Atlantic Boulevard	Garvey Avenue	Harding Avenue	Primary	35	No	35

5	Atlantic Boulevard	Harding Avenue	El Repetto Drive	Primary	40	Yes	35[2]
6	Atlantic Boulevard	El Repetto Drive	Floral Drive	Primary	40	Yes	35[2]
7	Atlantic Boulevard	Floral Drive	First Street	Primary	35	No	35[1]
8	Avenida Cesar Chavez	West City Limit	Atlantic Boulevard	Secondary	35	Yes	30[2]
9	Floral Drive	West City Limit	Monterey Pass Road	Secondary	35	No	35
10	Floral Drive	Monterey Pass Road	Atlantic Boulevard	Secondary	40	Yes	35[2]
11	Garfield Avenue	Hellman Avenue	Newmark Avenue	Primary	30	No	30[1]
12	Garfield Avenue	Newmark Avenue	Graves Avenue	Primary	35	No	35[1]
13	Garfield Avenue	Graves Avenue	El Repetto Drive	Primary	40	Yes	35[2]
14	Garfield Avenue	El Repetto Drive	Riggin Street	Primary	40	Yes	35[2]
15	Garfield Avenue	Riggin Street	Pomona Boulevard	Primary	35	No	35[1]
16	Garvey Avenue	Casuda Canyon Drive	Fremont Avenue	Secondary	40	No	40
17	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	Secondary	40	No	40
18	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	Secondary	30	No	30
19	Garvey Avenue	Garfield Avenue	New Avenue	Secondary	30	No	30[1]
20	Orange Avenue	Hellman Avenue	Garvey Avenue	Secondary	30	Yes	25[2]
21	Orange Avenue	Garvey Avenue	Graves Avenue	Secondary	30	Yes	25[2]
22	Orange Avenue	Graves Avenue	Metro Drive	Secondary	30	Yes	25[2]
23	Orange Avenue	Metro Drive	Saturn Street	Secondary	35	Yes	30[2]
24	Pomona Boulevard	Gerhart Avenue	Garfield Avenue	Primary	40	Yes	35[2]
25	Pomona Boulevard	Garfield Avenue	Markland Drive	Primary	40	Yes	35[2]

26	Potrero Grande Drive	Markland Drive	Arroyo Drive	Primary	45	Yes	40[2]

SECTION 4: The City Manager, or designee, is authorized and directed to (a) install signs providing notification of the speed limits established in Sections 2 and 3 of this Ordinance; and (b) take any additional action required to implement this Ordinance.

SECTION 5: California Environmental Quality Act Exemption. The City Council determines that this ordinance is exempt from review under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq*., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq*., the "CEQA Guidelines") because it consists only of minor revisions and clarifications to an existing code of speed control regulations established in accordance with California law and will not have the effect of deleting or substantially changing any regulatory standards or findings. This Ordinance, therefore, is an action being taken for enhanced protection of the environment and that does not have the potential to cause significant effects on the environment. Consequently, it is categorically exempt in accordance with CEQA Guidelines §§ 15301 as a minor alteration of existing public or private structures involving no expansion of use; 15305 as a minor alteration in land use limitations which do not result in any changes in land use or density; and 15308 as an action taken by a regulatory agency as authorized by California law to assure maintenance or protection of the environment.

SECTION 6: Repeal or amendment of any provision of the MPMC or any other ordinance will not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Ordinance's effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

SECTION 7: If this the entire Ordinance or its application is deemed invalid by a court of competent jurisdiction, any repeal of the MPMC or other the city ordinance by this Ordinance will be rendered void and cause such MPMC provision or other the city ordinance to remain in full force and effect for all purposes.

SECTION 8: The City Clerk is directed to certify the passage and adoption of this Ordinance; cause it to be entered into the City of Monterey Park's book of original ordinances; make a note of the passage and adoption in the records of this meeting; and, within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

SECTION 9: This Ordinance will become effective on the 30th day following its passage and adoption.

PASSED AND ADOPTED this 15th day of January, 2025.

_____
Vinh Ngo, Mayor

ATTEST:

_____
Maychelle Yee, City Clerk

APPROVED AS TO FORM:

_____
Karl H. Berger, City Attorney

EXHIBIT "A"
TO DRAFT ORDINANCE

Submitted To:

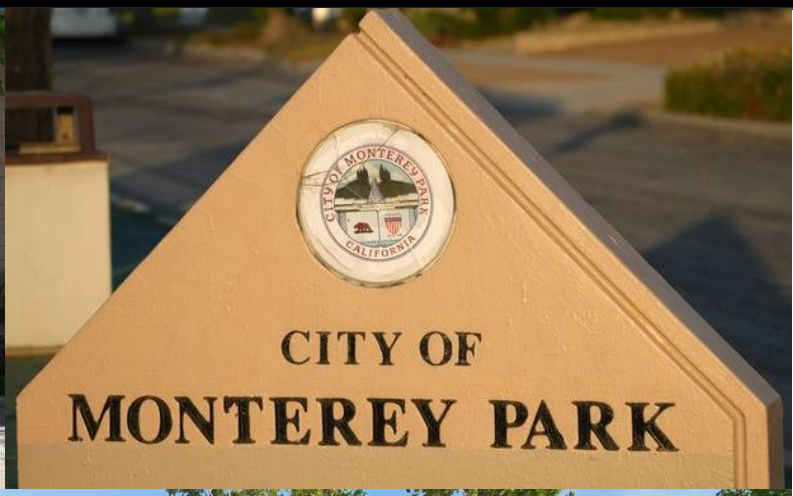
CITY OF MONTEREY PARK CALIFORNIA

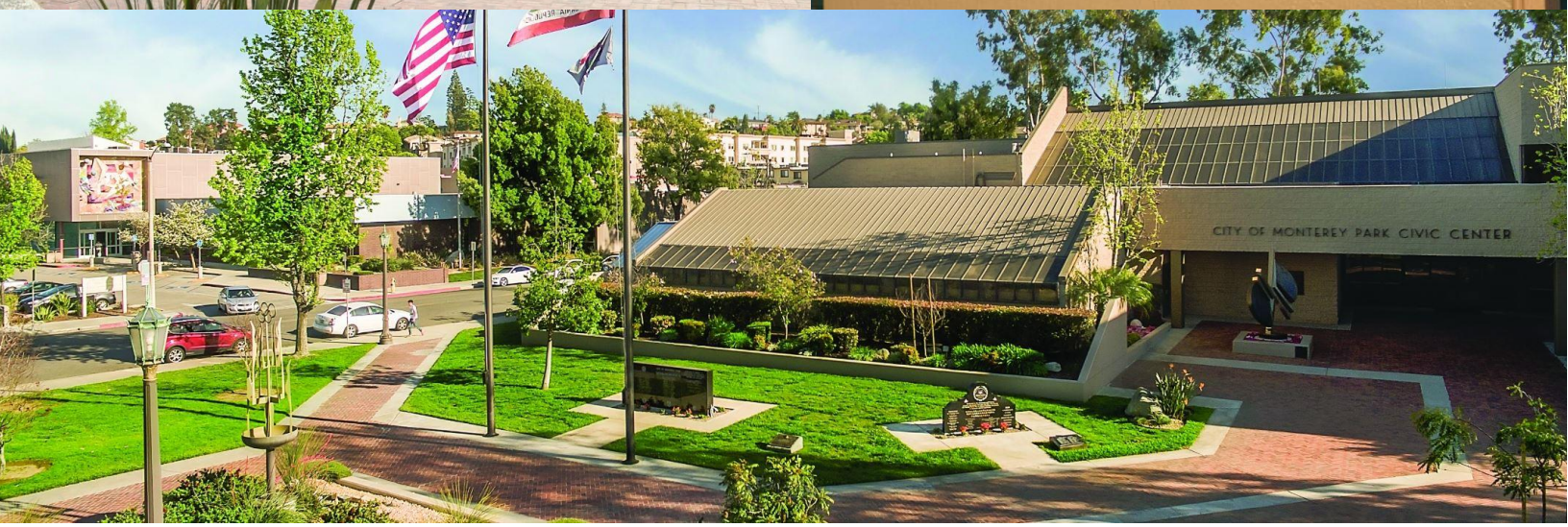
DRAFT

CERTIFICATION OF THE 2017 ENGINEERING AND TRAFFIC SURVEY TO 14-YEARS, EFFECTIVE UNTIL OCTOBER 2031

Adopted by Monterey Park City Council

Resolution No. xx-xx on Date XX, 2024





TRANSTECH
Est. 1989

Submitted By:
TRANSTECH ENGINEERS, INC.

Contact Person
Jana Robbins, PTP, RSP
E: jana.robbins@transtech.org

Transtech.org
855.595.2495 (toll-free)
ISO 9001 Certified

DRAFT

INSERT SIGNED CITY COUNCIL RESOLUTION HERE

DRAFT

PREPARER'S CERTIFICATION

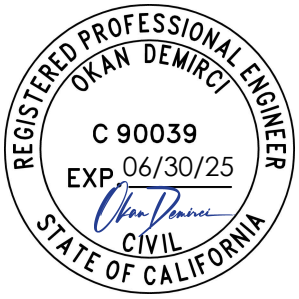
CITY OF MONTEREY PARK, CALIFORNIA
CERTIFICATION OF THE
2017 ENGINEERING AND TRAFFIC SURVEY
TO 14-YEARS

CVC SECTION 627

EFFECTIVE DATES: OCTOBER 2017 THROUGH OCTOBER 2031

THE 14-YEAR CERTIFICATION WAS ADOPTED BY MONTEREY PARK CITY COUNCIL RESOLUTION NO. ## ON DATE

Certified By:
Okan Demirci, PE, Contract City Engineer



Okan Demirci, PE
License Type: Registered Professional Engineer
License Number: 90039

CERTIFICATION BY ENGINEER

I, Okan Demirci, contract City Engineer, do hereby certify that (45) segments found in the 2017 Engineering and Traffic Survey for the City of Monterey Parks are in compliance with CVC (California Vehicle Code), Section 40802, Paragraph (c), Sub-paragraphs (1) and (2)/(B)/(i)/(II). I have evaluated the (45) street segments listed in the City's 2017 Engineering and Traffic Survey, and determined that no significant changes in roadway or traffic conditions have occurred on these (45) street segments indicated on the attached list, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, and therefore, where noted on the attached list, posted speed limits shall be valid for 14 years from the adopted date of the survey effective between October 2017 through October 2031. (28) of the original (73) street segments from the 2017 City-Wide Speed Survey were pulled from the 14 year certification and a new engineering and traffic survey was completed

DRAFT

for these segments. The speed survey completed for these segments will be under separate cover.

Table 1: City of Monterey Park 14-Year Certification of the 2017 Engineering and Traffic Survey Speed Limits
2017 Adopted Speed Limits are Effective until October of 2031

ID	Primary Location	Limits		Street Classification CRS Maps	Adopted 2017 Speed Limit
		Beginning	Ending		
1	Abajo Road	Garvey Avenue	Vagabond Drive	Local	25
2	Ackley Street	Fulton Avenue	Orange Avenue	Collector	25
3	Ackley Street	Orange Avenue	Arroyo Drive	Secondary	25
4	Brightwood Street	Crest Vista Drive	Atlantic Boulevard	Local	25
5	Cadiz Street/Crest Vista Drive	Ridgecrest Street	Atlantic Boulevard	Collector	25
6	Casuda Canyon Drive	Garvey Avenue	Alzado Street	Collector	25
7	Casuda Canyon Drive	Alzado Street	Corporate Center Drive	Collector	30
8	Coral View Street	Garfield Avenue	Fulton Avenue	Collector	25
9	Corporate Center Drive	Ramona Boulevard	Casuda Canyon Drive	Secondary	40
10	Corporate Center Drive	Casuda Canyon Drive	Floral Drive	Secondary	40
11	Crest Vista Drive	Ridgcrest Street	Floral Drive	Collector	25
12	El Repetto Drive	Atlantic Boulevard	Garfield Avenue	Collector	25
13	Emerson Avenue	Atlantic Boulevard	Garfield Avenue	Secondary	25
14	Emerson Avenue	Garfield Avenue	New Avenue	Secondary	25
15	Findlay Avenue	Riggin Street	Pomona Boulevard	Secondary	25
16	First Street	West City Limit	Atlantic Boulevard	Secondary	35
17	Fulton Avenue	Kempton Avenue	Coral View Street	Local/Collector	25
18	Fulton Avenue	Coral View Street	Floral Drive	Collector	30
19	Fulton Avenue	Floral Drive	Pomona Boulevard	Collector	25
20	Grandridge Avenue	Garfield Avenue	El Repetto Drive	Local	25
21	Graves Avenue	Garfield Avenue	New Avenue	Secondary	30
22	Harding Avenue	Atlantic Boulevard	Ramona Avenue	Secondary	25
23	Hillside Street	Ridge Crest Street	Floral Drive	Local	25
24	Kempton Avenue	Lincoln Avenue	Fulton Avenue (s)	Local	25
25	Markland Drive	Riggin Street	Potrero Grande Drive	Local/Collector	25
26	McPherrin Avenue	Garvey Avenue	Harding Avenue	Local	25
27	Monterey Pass Road	Garvey Avenue	Vagabond Road	Secondary	40
28	Monterey Pass Road	Vagabond Road	Floral Drive	Secondary	40
29	New Avenue	Hellman Avenue	Garvey Avenue	Principal Arterial	35
30	New Avenue	Garvey Avenue	Graves Avenue	Secondary	35
31	Newmark Avenue	Atlantic Boulevard	Garfield Avenue	Collector	30
32	Newmark Avenue	Garfield Avenue	New Avenue	Collector	30
33	Ramona Avenue	Garvey Avenue	Garfield Avenue	Collector	25
34	Ramona Boulevard	West City Limits	North City Limits	Secondary	35
35	Ridgcrest Street	Hillside Street	Floral Avenue	Local	25
36	Riggin Street	Atlantic Boulevard	Findlay Avenue	Secondary	35
37	Riggin Street	Findlay Avenue	Garfield Avenue	Secondary	35
38	Riggin Street	Garfield Avenue	Fulton Avenue	Secondary/Local	30
39	Saturn Street	Atlas Avenue	Potrero Grande Drive	Secondary	40

DRAFT

Table 1: City of Monterey Park 14-Year Certification of the 2017 Engineering and Traffic Survey Speed Limits
2017 Adopted Speed Limits are Effective until October of 2031

ID	Primary Location	Limits		Street Classification CRS Maps	Adopted 2017 Speed Limit
		Beginning	Ending		
40	Verde Vista Drive	Casuda Canyon Drive	Abajo Drive	Local	25
41	Wilcox Avenue	Kempton Avenue	Coral View Street	Local	25
42	Wilcox Avenue	Coral View Street	Riggin Street	Local/Secondary	25
43	Wilcox Avenue	Riggin Street	Pomona Boulevard	Secondary	35
44	Ynez Avenue	Hellman Avenue	Garvey Avenue	Collector	30
45	Ynez Avenue	Garvey Avenue	Graves Avenue	Local	25

Submitted To:

CITY OF MONTEREY PARK CALIFORNIA

DRAFT

2024 ENGINEERING AND TRAFFIC SURVEY 26 LOCATIONS CVC SECTION 627

Adopted by Monterey Park City Council

Ordinance No. xx-xx on Date XX, 2024

TRANSTECH Est. 1989

Submitted By:
TRANSTECH ENGINEERS, INC.

Contact Person
Jana Robbins, PTP, RSP
E: jana.robbins@transtech.org

Transtech.org
855.595.2495 (toll-free)
ISO 9001 Certified

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INSERT SIGNED CITY COUNCIL ORDINANCE HERE

PREPARER'S CERTIFICATION

CITY OF MONTEREY PARK, CALIFORNIA
PREPARER'S CERTIFICATION

CITY OF MONTEREY PARK, CALIFORNIA
ENGINEERING AND TRAFFIC SURVEY
CVC SECTION 627
EFFECTIVE DATE: OCTOBER X, 2024

ADOPTED BY ALHAMBRA CITY COUNCIL ORDINANCE NO. XX-XX ON OCTOBER X, 2024

Certified By:
Okan Demirci, PE, Contract City Engineer

Okan Demirci, PE
License Type: Registered Professional Engineer
License Number: 90039

CERTIFICATION BY ENGINEER

I, Okan Demirci, contract City Engineer, do hereby certify that the October 2024 Engineering and Traffic Survey for the City of Monterey Park was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional Engineer. The survey has been conducted in strict compliance with guidelines contained in the California Vehicle Code and the California Manual on Uniform Traffic Control Devices. Data contained in this report represents a true and accurate description of traffic conditions existing on City of Monterey Park Streets.

SECTION 1: INTRODUCTION

The purpose of this report is to prepare an Engineering and Traffic Survey at pre-determined locations in the City of Monterey Park to establish updated speed limits that can be enforced using radar. An Engineering and Traffic assessment was prepared for 26 street segments in the City of Monterey Park. Applicable sections of the California Vehicle Code (CVC) and Department of Transportation California Manual on Uniform Traffic Control Devices (CAMUTCD), per Revision 7 March 2023, have been followed so that the posted speed limits can be upheld by the courts and do not constitute a "Speed Trap" as defined by CVC Section 40802. The following table lists all of the street segments considered in the 2024 Speed Survey.

SEGMENT SUMMARY

Table 1: City of Monterey Park Engineering and Traffic Survey Speed Limits

ID	Primary Location	Limits		Street Classification on CRS Maps	Adopted 2017 Speed Limit
		Beginning	Ending		
1	Alhambra Avenue	Hellman Avenue	Garvey Avenue	Collector	30
2	Alhambra Avenue	Garvey Avenue	Graves Avenue	Collector	35
3	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	Principal	30
4	Atlantic Boulevard	Garvey Avenue	Harding Avenue	Principal	35
5	Atlantic Boulevard	Harding Avenue	El Repetto Drive	Principal	40
6	Atlantic Boulevard	El Repetto Drive	Floral Drive	Principal	40
7	Atlantic Boulevard	Floral Drive	First Street	Principal	35
8	Avenida Cesar Chavez	West City Limit	Atlantic Boulevard	Secondary	35
9	Floral Drive	West City Limit	Monterey Pass Road	Secondary	35
10	Floral Drive	Monterey Pass Road	Atlantic Boulevard	Secondary	35
11	Garfield Avenue	Hellman Avenue	Newmark Avenue	Principal	30
12	Garfield Avenue	Newmark Avenue	Graves Avenue	Principal	35
13	Garfield Avenue	Graves Avenue	El Repetto Drive	Principal	40
14	Garfield Avenue	El Repetto Drive	Riggin Street	Principal	40
15	Garfield Avenue	Riggin Street	Pomona Boulevard	Principal	35
16	Garvey Avenue	Casuda Canyon Drive	Fremont Avenue	Secondary	40

Table 1: City of Monterey Park Engineering and Traffic Survey Speed Limits					
ID	Primary Location	Limits		Street Classification on CRS Maps	Adopted 2017 Speed Limit
		Beginning	Ending		
17	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	Secondary	40
18	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	Secondary	30
19	Garvey Avenue	Garfield Avenue	New Avenue	Secondary	30
20	Orange Avenue	Hellman Avenue	Garvey Avenue	Secondary	30
21	Orange Avenue	Garvey Avenue	Graves Avenue	Secondary	30
22	Orange Avenue	Graves Avenue	Metro Drive	Secondary	30
23	Orange Avenue	Metro Drive	Saturn Street	Secondary	35
24	Pomona Boulevard	Gerhart Avenue	Garfield Avenue	Principal	40
25	Pomona Boulevard	Garfield Avenue	Markland Drive	Principal	40
26	Potrero Grande Drive	Markland Drive	Arroyo Drive	Principal	45

[1] Road Classifications Based on Caltrans Road Classification (CRS) maps

STREET CLASSIFICATIONS

Each of these segments is classified and defined with roadway classifications as listed in the California Road Systems (CRS) Maps that are approved by the Federal Highway Administration and maintained by the Department of Transportation (CVC 40802). Functional classifications are used in determining which type of roads are eligible for Federal funding to maintain the roads. Usually Principal Arterials, Secondary Arterial and Major Collectors are eligible.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. Functional classification defines how a particular road or street plays in serving the flow of trips through a highway network. The four functional systems for urbanized areas are urban principal arterials, minor arterials, major collectors, and local roads.

Principal Arterial: Principal Arterials carry most of the trips entering and leaving the City as well as serves the major centers of activity of a City, carries the highest traffic volume along its corridors while carrying the major portion of trips entering and leaving the urban area.

Secondary Arterial: The secondary arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system

and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

Collector: The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system.

Local: These roadways provide direct access to individual residential properties, schools, and churches typically with a posted speed of 25 MPH. Through traffic on local streets are usually discouraged. Local roads within residential and business district zones are not subject to Speed Trap provisions and are posted at the Prima Facie speed limit. Service to through traffic movement is usually deliberately discouraged.

The following segments have been categorized and classified as follows by the City of Monterey Park.

Principal:

- Atlantic Boulevard between Hellman Avenue and Garvey Avenue
- Atlantic Boulevard between Garvey Avenue and Harding Avenue
- Atlantic Boulevard between Harding Avenue and El Repetto Drive
- Atlantic Boulevard between El Repetto Drive and Floral Drive
- Atlantic Boulevard between Floral Drive and First Street
- Garfield Avenue between Hellman Avenue and Newmark Avenue
- Garfield Avenue between Newmark Avenue and Graves Avenue
- Garfield Avenue between Graves Avenue and El Repetto Drive
- Garfield Avenue between El Repetto Drive and Riggin Street
- Garfield Avenue between Riggin Street and Pomona Boulevard
- Pomona Boulevard between Gerhart Avenue and Garfield Avenue
- Pomona Boulevard between Garfield Avenue and Markland Drive
- Potrero Grande Drive between Markland Drive and Arroyo Drive

Secondary:

- Avenida Cesar Chavez between West City Limit and Atlantic Boulevard
- Floral Drive between West City Limit and Monterey Pass Road
- Floral Drive between Monterey Pass Road and Atlantic Boulevard
- Garvey Avenue between Casuda Canyon Drive and Fremont Avenue
- Garvey Avenue between Fremont Avenue and Atlantic Boulevard
- Garvey Avenue between Atlantic Boulevard and Garfield Avenue
- Garvey Avenue between Garfield Avenue and New Avenue
- Orange Avenue between Hellman Avenue and Garvey Avenue
- Orange Avenue between Garvey Avenue and Graves Avenue

- Orange Avenue between Graves Avenue and Metro Drive
- Orange Avenue between Metro Drive and Saturn Street

Collector:

- Alhambra Avenue between Hellman Avenue and Garvey Avenue
- Alhambra Avenue between Garvey Avenue and Graves Avenue

SECTION 2: OVERVIEW

CALIFORNIA VEHICLE CODE:

Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413. The statutes establish or provide means of establishing speed limits by:

1. Basic speed limit law.
   Section 22350 of the CVC provides that no person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, traffic and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property. This is the basic speed limit law.

2. Prima facie speed limits are specified by statute or established by the State or local authorities within their respective jurisdictions on the basis of an engineering and traffic survey. Prima facie speed limits are specific limits stated in the CVC or specific limits established on the basis of an engineering and traffic survey authorized by the CVC. Prima facie speed limits are preempted by the basic speed limit law when the conditions in CVC Section 22350 are met.

   Section 22352 of the CVC establishes prima facie speed limits as follows and shall be applicable unless changed as authorized in the CVC and if so changed, only when signs have been erected giving notice of the change:

   a. Fifteen miles per hour.
      - At a railroad grade crossing with an obstructed view.
      - At an uncontrolled highway intersection with an obstructed view.
      - In an alley.

   b. Twenty-five miles per hour.
      - On any highway other than a State highway, in any business or residence district, CVC Sections 235 and 515 define a "business district" and a "residence district" respectively. Section 240 and 40802 of the CVC prescribes a method for determining whether a highway can be considered within a business or residence district.
      - Unless a different limit is established by procedures described elsewhere in the code.
      - In a school zone, posted with SCHOOL warning signs.
      - When passing a facility primarily used by senior citizens and contiguous to a street other than a State highway and posted with a SENIOR warning sign.

Increase of local speed limits to 65 miles per hour

Section 22357.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 mph, local authorities may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55 or 60 mph or a maximum speed of 65mph, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The speed limit shall become effective when signs are installed on the street and not revised unless justified on the basis of an engineering and traffic survey.

LOCAL AUTHORITY TO ESTABLISH PRIMA FACIE SPEED LIMITS:

Sections 22357 and 22358 of CVC authorize local authorities to establish prima facie speed limits on streets and roads under their jurisdiction on the basis of an engineering and traffic survey. The declared prima Facie limits shall become effective when appropriate signs giving notice are erected upon the street.

SPEED TRAP:

Section 40802 2B(i) of the CVC provides that prima facie speed limits established under Sections 22352, 22354, 22357, 22358 and 22358.3 may not be enforced by radar unless the speed limit has been justified by an engineering and traffic survey conducted within one of the following time periods; five years to the date of the violation, within the last 7 years or if an engineering and traffic survey was conducted more than 7 years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, the survey applies for 14 years.

This section does not apply to local streets, roads, school zones or senior zones which have been set at the Prima Facie speed limit. Local streets are defined to have the following characteristics:

- Width not more than 40 feet
- Not more than .5 miles of uninterrupted length
- 1 lane in each direction

Senior Zones are those areas approaching or passing a senior center building or other facility primarily used by senior citizens or the grounds thereof that is posted with a standard "Senior" warning sign pursuant to Section 22352.

CVC Section 515. A residence district is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

Those segments classified as a local street in the California Road System (CRS) and are in a residential district and have a prima facie speed limit of 25 mph are not typically included in engineering and traffic studies.

ENGINEERING AND TRAFFIC SURVEY:

Section 627 of CVC defines the term engineering and traffic survey and lists its requirements. Section 627 states: "An engineering and traffic survey shall include, among other requirements deemed necessary by the Department of Transportation, consideration of all of the following: prevailing speeds as determined by traffic engineering measurements, accident records, highway traffic and roadside conditions not readily apparent to the driver."

The Engineering and Traffic Survey should contain sufficient information to document that the conditions of CVC Section 627 have been complied with and that other conditions not readily apparent to motorists are properly identified.

In determining the speed limit, which most appropriately facilitates the orderly movement of traffic and is reasonable and prudent, crucial factors such as prevailing speeds, unexpected conditions, and collision records are examined.

Determination of posted speed limits follow the latest CAMUTCD Policy as Revision 7 March 2023 by the State of California Department of Transportation. Speed limits shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic (CVC Section 22358.6(a)). However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason CVC 21400(4)(b).

An example of the application of this speed limit criteria is as follows:

- If the 85th percentile speed in a speed survey is (37 MPH) then the speed limit would be posted at 35 MPH or optionally reduced to 30 MPH. However,
- If the 85th percentile speed in a speed survey is (38 MPH) then the speed limit would be posted at 40 MPH or optionally reduced to 35 MPH.

The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10-mile increment of speed containing the largest number of vehicles. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent and are not dependent on the judgment of one or a few individuals.

Basic speed law states that no person shall drive at a speed greater than is reasonable or prudent. The majority of drivers comply with this law. Speed limits set at the 85th percentile speed provide law enforcement officers with a means of controlling drivers who will not conform to what the majority considers reasonable and prudent.

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits somewhat below the 85th percentile may be justified.

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD):

Section 2B.13 CAMUTCD: Reduction of 85th Percentile Speed by Justification of an Engineering and Traffic Study and Approved by a Civil or Traffic Engineer.

Standard:
12a: 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 for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).

Local Agencies may additionally lower the speed limits by 5 mph from those calculated using rounding up or down per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if after completing and E&TS, find 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 a highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those vulnerable groups such as children, seniors, persons with disabilities and the unhoused. (Table 2B-106(CA)- Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians.

Option:

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, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).

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. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

Standard:
12b: If the speed limit to be posted has had the 5 MPH reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358-22358.7.

Support:

12c: The following example is provided to explain the application of this speed limit criteria:

A. If the 85th percentile speed in a speed survey for a location was 37 MPH, then the speed limit would be established at 35 MPH since it is the closest 5 MPH increment to the 37 MPH speed. As indicated by the option, this 35 MPH established speed limit could be reduced by 5 MPH to 30 MPH if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

The fundamentals used to establish speed limits recognize that the majority of drivers behave in a safe and reasonable manner but need to be advised of conditions which may not be readily apparent. For this reason, collision history, roadway conditions, traffic characteristics, and land use, must be analyzed along with speed measurements to determine speed limits. Speed limit changes are usually coordinated with visible changes in roadway conditions or roadside developments.

In general, speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is considered a violator for enforcement purposes.

DATA COLLECTION:

Data was obtained regarding the prevailing speed of vehicles, traffic collisions, visibility restrictions, roadway conditions, presence of pedestrian activities/infrastructure, on-street parking, transit factors, Demographic factors and land use adjacent to the roadways. Radar speed measurements were conducted during the month of August 2024.

Highway, traffic, and roadside land uses were analyzed for conditions not readily apparent to motorists. The criteria and procedures described below were applied when using the electronic radar to measure vehicle speeds on selected streets within the City of Monterey Park. Traffic volume and speed in both directions were recorded.

The hours of radar operation were restricted to off-peak period for heavily traveled streets, and to non-congested peak periods on lightly traveled streets on a weekday. The radar measurements were taken from an unmarked vehicle so as not to alter or impede the free flow of traffic.

A total of 100 samples were obtained for each street segment surveyed, where possible. In no case were sample sizes less than 50 vehicles for each direction. For lower volume streets, samples of free-flowing speeds were taken over several periods/days in order to gather the required survey samples.

Collision data was obtained from the computerized accident records system maintained by the State of California Statewide Integrated Traffic Records System (SWITRS). For purposes of this study, information available for the most recent 4.0-year period was used to develop the collision statistics as a part of the Engineering and Traffic Surveys. Collision data was obtained for the years of January 2020 to December 2023.

Average Daily Traffic (ADT) data at all (26) locations were obtained from counts taken by a private traffic counting firm in August 2024. These counts were taken while schools were in session. Any unusual counts were checked and redone in order to verify the amount of traffic each segment carries. The ADT counts were taken by NDS Services.

National Data & Surveying Services
8370 Wilshire Blvd. Ste, 205
Beverly Hills, CA 90211
Tel (323) 782-0090
www.ndsdata.com

PROCEDURES:

The radar equipment used to collect speed measurements was a SCOUT-MPH Traffic Radar, SHD-04287 serial number, manufactured by Decatur. The unit was calibrated before each series of measurements were taken. Tests of the unit were conducted in accordance with the manufacturer's specifications.

The results of the radar speed measurements were computed, analyzed, and summarized on standard Traffic Survey Forms. Significant values obtained from computations are as follows:

- The Critical Speed or 85th percentile speed, is the speed at or below which 85 percent of the traffic is moving. The Critical Speed is the primary guide in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the Critical Speed are not considered reasonable and safe. The accepted practice is to set the speed limit at the nearest 5 MPH increment to the Critical Speed or 85th percentile speed unless other factors require a lower limit.

- The 5 or 10 MPH pace is a measure of the dispersion of speeds within the survey sample and is that 5 or 10 MPH increment containing the highest percentage of speeds in the total sample. The accepted practice is to keep the speed limit within the 10 MPH pace after considering the Critical Speed and any factors requiring a speed lower than the Critical Speed.

The collision data for each street segment was compared to collision rates that can be reasonably expected to occur on streets and highways of the same characteristics. These anticipated collision rates have been developed by Caltrans and are applicable for use in the City of Monterey Park. The collision rates used for this study are as follows:

CALIFORNIA STATE HIGHWAYS
STATEWIDE TRAVEL AND COLLISION RATES*

URBAN (Inside City)	EXPECTED COLLISION RATES
2 and 3 lanes	1.69
4 or more undivided	0.82
4 or more divided	0.89

*Source: *2021 Prepared 2023 Crash Summary for District 7 on California State Highways published by State of California, Business, Transportation and Housing Agency, Department of Transportation, Division of Traffic*

Current collision rates are shown in terms of "accidents per 1,000,000 vehicle miles of travel" for each segment. The rate was calculated for each segment using the following formula:

COLLISION RATE = (N x 5,280 x 1,000,000)/ (ADT x L x Y x 365)

N: number of collisions within the study segment

ADT: average daily traffic volume

The Crossroads Software Collision Program calculated the collision rate for each segment.

As previously indicated, speed limits are usually set at or near the Critical Speed unless there are other factors not readily apparent to a reasonable motorist which may justify a lower limit. The field review of the selected street segments in the City of Monterey Park considered the following factors:

1. Street width and alignment, existing traffic calming measures installed.
2. Pedestrian activity and traffic flow characteristics.
3. Number of lanes, and other channelization and striping patterns.
4. Frequency of intersections, driveways, and on-street parking.
5. Location of stop signs, traffic signals, and other regulatory traffic control devices.
6. Visibility obstructions.
7. Land use and the proximity of schools, senior centers.
8. Uniformity with existing speed zones in adjacent jurisdictions.
9. Any other unusual condition not readily apparent to the driver.
10. Location of any uncontrolled Crosswalks.
11. Bike lanes, bike routes.
12. Adjacent to high concentration of pedestrians or bicyclists

SECTION 3: SUMMARY OF RECOMMENDATIONS

The Engineering and Traffic Survey summaries presented in this report illustrate the results of a thorough evaluation of the data collected and provides a recommended speed limit for each street segment surveyed. In each case, the recommended speed limit is consistent with the prevailing behavior as demonstrated by the radar speed measurements.

The Legislature, in adopting Section 22358.5 of the California Vehicle Code, has made it clear that it is their intent that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning. The basic rule of Section 22350 is sufficient regulation as to such conditions.

The recommendations contained in this report were intended to establish prima facie speed limits. Prima Facie limits advise the motorist and enforcement agencies of the reasonable speed for a section of highway for prevailing conditions. They are not intended to be absolute. All violations of these speed limits are violations of the basic speed law (Section 22350 of California Vehicle Code). This statute states that a person shall not drive a vehicle as a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit merely suggests a safe speed under normal conditions.

Out of the above 26 segments surveyed, based on the 2024 Engineering and Radar Speed survey results, it was determined that fourteen (14) of the speed limits on the studied segments are proposed to be changed.

- Alhambra Avenue between Garvey Avenue and Graves Avenue
- Atlantic Boulevard between Harding Avenue and El Repetto Drive
- Atlantic Boulevard between El Repetto Drive and Floral Drive
- Avenida Cesar Chavez between West City Limit and Atlantic Boulevard
- Floral Drive between Monterey Pass Road and Atlantic Boulevard
- Garfield Avenue between Graves Avenue and El Repetto Drive
- Garfield Avenue between El Repetto Drive and Riggin Street
- Orange Avenue between Hellman Avenue and Garvey Avenue
- Orange Avenue between Garvey Avenue and Graves Avenue
- Orange Avenue between Graves Avenue and Metro Drive
- Orange Avenue between Metro Drive and Saturn Street
- Pomona Boulevard between Gerhart Avenue and Garfield Avenue
- Pomona Boulevard between Garfield Avenue and Markland Drive
- Potrero Grande Drive between Markland Drive and Arroyo Drive

The following Table 2 provides a summary of each of the segments included in the engineering and traffic survey indicating the existing posted speed limit, ADT, number of collisions, collision rates, 85th percentile speed, change in limit and proposed 2024 speed limit.

Table 2: City of Monterey Park 2024 Engineering and Traffic Survey Summary
Adopted by Monterey Park City Council Ordinance No. XX-XX on October XX, 2024

ID	Primary Location	Limits		Street Class. (A)	Existing Posted Speed	2024 ADT	No. of Acc. in 4.0/yr per.	Collision Rate	Expected Collision Rate	85% Speed	10 MPH Pace	Limit Per 85%	Change in Limit? Yes/No	Adopted 2024 Speed Limit
		Beginning	Ending											
1	Alhambra Avenue	Hellman Avenue	Garvey Avenue	Collector	30	7127	6	1.144	1.69	34.7	27-36	35	No	30[1]
2	Alhambra Avenue	Garvey Avenue	Graves Avenue	Collector	35	6424	3	0.639	1.69	34.9	26-35	35	Yes	30[1]
3	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	Primary	30	27971	16	0.776	0.89	34.6	27-36	35	No	30[1]
4	Atlantic Boulevard	Garvey Avenue	Harding Avenue	Primary	35	26927	21	1.229	0.82	37.2	30-39	35	No	35
5	Atlantic Boulevard	Harding Avenue	El Repetto Drive	Primary	40	25568	20	0.707	0.89	40.5	33-42	40	Yes	35[2]
6	Atlantic Boulevard	El Repetto Drive	Floral Drive	Primary	40	25359	4	0.199	0.89	41.3	33-42	40	Yes	35[2]
7	Atlantic Boulevard	Floral Drive	First Street	Primary	35	29927	21	1.445	0.82	37.8	30-39	40	No	35[1]
8	Avenida Cesar Chavez	West City Limit	Atlantic Boulevard	Secondary	35	16580	8	0.586	0.82	36.7	29-38	35	Yes	30[2]
9	Floral Drive	West City Limit	Monterey Pass Road	Secondary	35	16573	5	0.474	0.82	36.9	29-38	35	No	35
10	Floral Drive	Monterey Pass Road	Atlantic Boulevard	Secondary	40	15323	16	0.616	1.69	39.0	31-40	40	Yes	35[2]
11	Garfield Avenue	Hellman Avenue	Newmark Avenue	Primary	30	21013	17	0.803	0.82	34.7	27-36	35	No	30[1]
12	Garfield Avenue	Newmark Avenue	Graves Avenue	Primary	35	20782	5	0.506	0.89	38.4	31-40	40	No	35[1]
13	Garfield Avenue	Graves Avenue	El Repetto Drive	Primary	40	24932	11	0.519	0.82	40.5	33-42	40	Yes	35[2]

Table 2: City of Monterey Park 2024 Engineering and Traffic Survey Summary
Adopted by Monterey Park City Council Ordinance No. XX-XX on October XX, 2024

ID	Primary Location	Limits		Street Class. (A)	Existing Posted Speed	2024 ADT	No. of Acc. in 4.0/yr per.	Collision Rate	Expected Collision Rate	85% Speed	10 MPH Pace	Limit Per 85%	Change in Limit? Yes/No	Adopted 2024 Speed Limit
		Beginning	Ending											
14	Garfield Avenue	El Repetto Drive	Riggin Street	Primary	40	24992	14	0.513	0.82	41.3	34-43	40	Yes	35[2]
15	Garfield Avenue	Riggin Street	Pomona Boulevard	Primary	35	20881	14	2.114	0.89	38.1	30-39	40	No	35[1]
16	Garvey Avenue	Casuda Canyon Drive	Fremont Avenue	Secondary	40	12028	1	0.118	0.89	41.5	33-42	40	No	40
17	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	Secondary	40	21495	8	0.382	0.89	42.4	35-44	40	No	40
18	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	Secondary	30	19113	18	0.988	0.89	32.5	24-33	30	No	30
19	Garvey Avenue	Garfield Avenue	New Avenue	Secondary	30	21948	48	1.779	0.89	33.4	26-35	35	No	30[1]
20	Orange Avenue	Hellman Avenue	Garvey Avenue	Secondary	30	1667	1	0.816	1.69	32.1	24-33	30	Yes	25[2]
21	Orange Avenue	Garvey Avenue	Graves Avenue	Secondary	30	5266	3	0.788	1.69	32.0	24-33	30	Yes	25[2]
22	Orange Avenue	Graves Avenue	Metro Drive	Secondary	30	7823	4	1.081	1.69	32.5	25-34	30	Yes	25[2]
23	Orange Avenue	Metro Drive	Saturn Street	Secondary	35	5057	2	0.32	1.69	36.9	28-37	35	Yes	30[2]
24	Pomona Boulevard	Gerhart Avenue	Garfield Avenue	Primary	40	24520	9	0.312	1.69	42.4	35-44	40	Yes	35[2]
25	Pomona Boulevard	Garfield Avenue	Markland Drive	Primary	40	18997	12	0.603	1.69	42.0	34-43	40	Yes	35[2]
26	Potrero Grande Drive	Markland Drive	Arroyo Drive	Primary	45	15429	18	0.644	0.89	45.9	38-47	45	Yes	40[2]

(A): Street Classifications taken from the California Road Systems Map – FHA and Caltrans based on CVC40802(b)(1)

When a speed limit is to be posted, it shall be established at the nearest 5mph increment of the 85th% speed of free-flowing traffic (CVC Section 22358.8.6a, except as shown in the options below for rounding down and/or using a 5mph speed reduction.

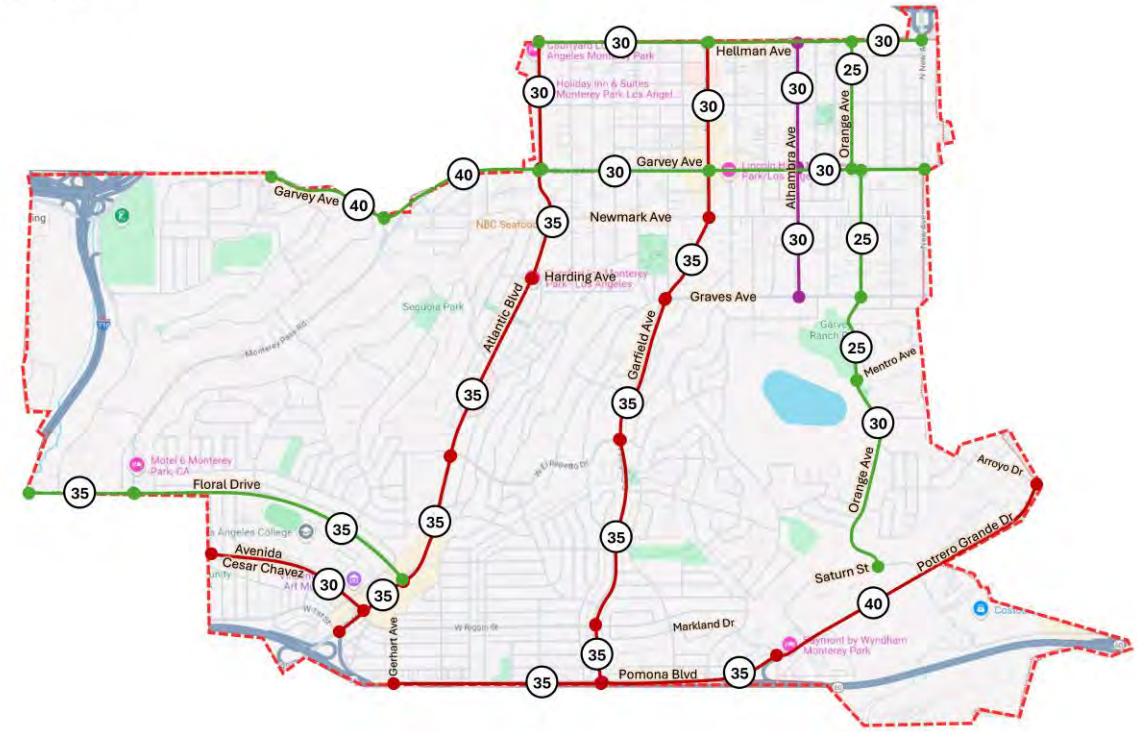
- Option 1: CVC 21400 (b) allows a 5 MPH Reduction in 85th% speed by 5 MPH for Rounding Down to Nearest Posted Limit if no further reduction is used.
- Option 2: CVC 627, 22358.5 and CAMUTCD 2B.13 allows the posted speed to be reduced by 5 MPH from the 85th% speed due to road conditions, high concentration of pedestrian and bicyclist, senior center and land use.
- Option 3: CVC 627, 22358.5 posted speed may be set 5 MPH lower than 85th% speed based on a higher-than-expected collision rate, land use and roadway conditions.

SECTION 4: CITY OF MONTEREY PARK 2024 SPEED LIMIT MAP AND AVERAGE DAILY TRAFFIC (ADT) MAP

The following pages consist of:

- City of Monterey Park 2024 Speed Limit Map
- City of Monterey Park 2024 Average Daily Traffic (ADT) Map.

CITY OF MONTEREY PARK
2024 CITYWIDE SPEED SURVEY MAP



CITY OF MONTEREY PARK

MAP LEGEND

- Principal Arterial
- Minor Arterial
- Major Collector
- Local
- Monterey Park Jurisdictional Boundary

- 25 — 25 MPH
- 30 — 30 MPH
- 35 — 35 MPH
- 40 — 40 MPH

NOTES:

- Most Residential Streets have a Prima Facie Speed Limit of 25 MPH and are not shown on Map.
- Speed Limits are Based on 2024 Engineering and Traffic Survey.

CITY OF MONTEREY PARK CALIFORNIA

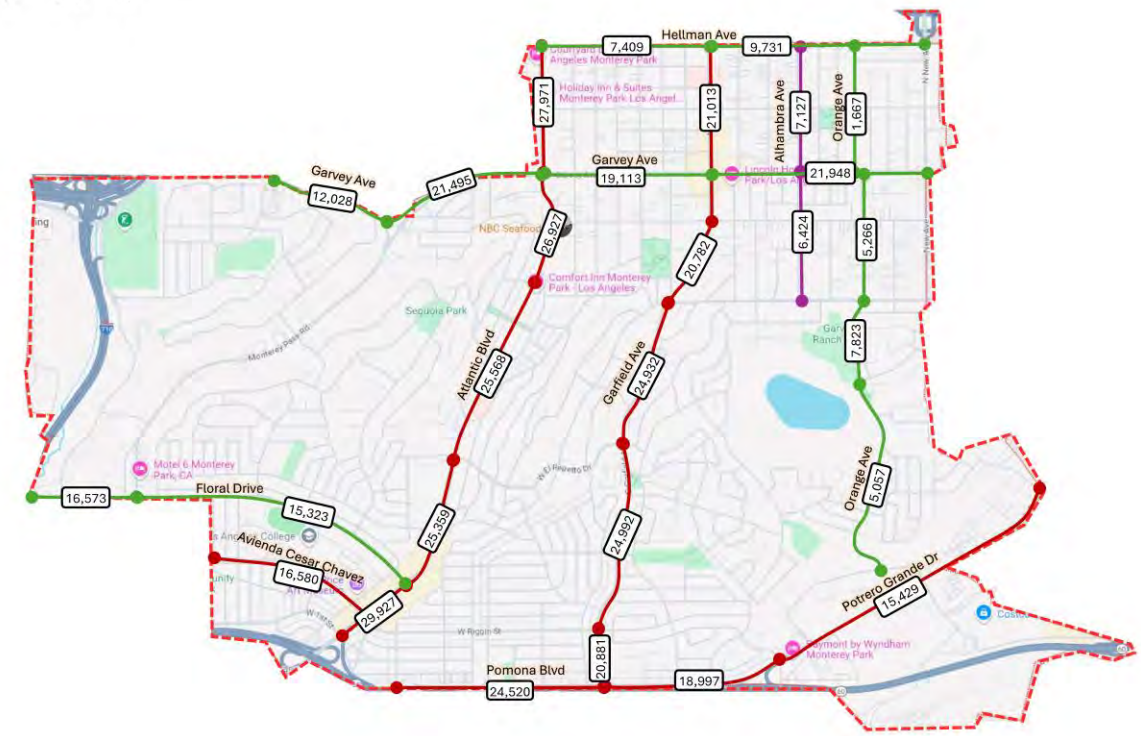
2024 CITYWIDE ENGINEERING AND TRAFFIC SURVEY

SUMMARY OF PROPOSED SPEED LIMITS

PREPARED FOR THE CITY OF MONTEREY PARK

Prepared by Transtech Engineers, Inc. TRANSTECH

CITY OF MONTEREY PARK
2024 CITYWIDE SPEED SURVEY MAP



CITY OF MONTEREY PARK

- Principal Arterial
- Minor Arterial
- Major Collector
- Local
- Monterey Park Jurisdictional Boundary
- ADT # — ADT (Average Daily Traffic) *ADT counts were taken in August 2024

CITY OF MONTEREY PARK CALIFORNIA

2024 CITYWIDE ENGINEERING AND TRAFFIC SURVEY

AVERAGE DAILY TRAFFIC (ADT)

PREPARED FOR THE CITY OF MONTEREY PARK

Prepared by Transtech Engineers, Inc. TRANSTECH

SECTION 5: ENGINEERING AND TRAFFIC SURVEY SUMMARY FORMS

The following pages consist of the Engineering and Traffic Survey Grid and Summary Forms for each segment included in the Survey.

City of Monterey Park

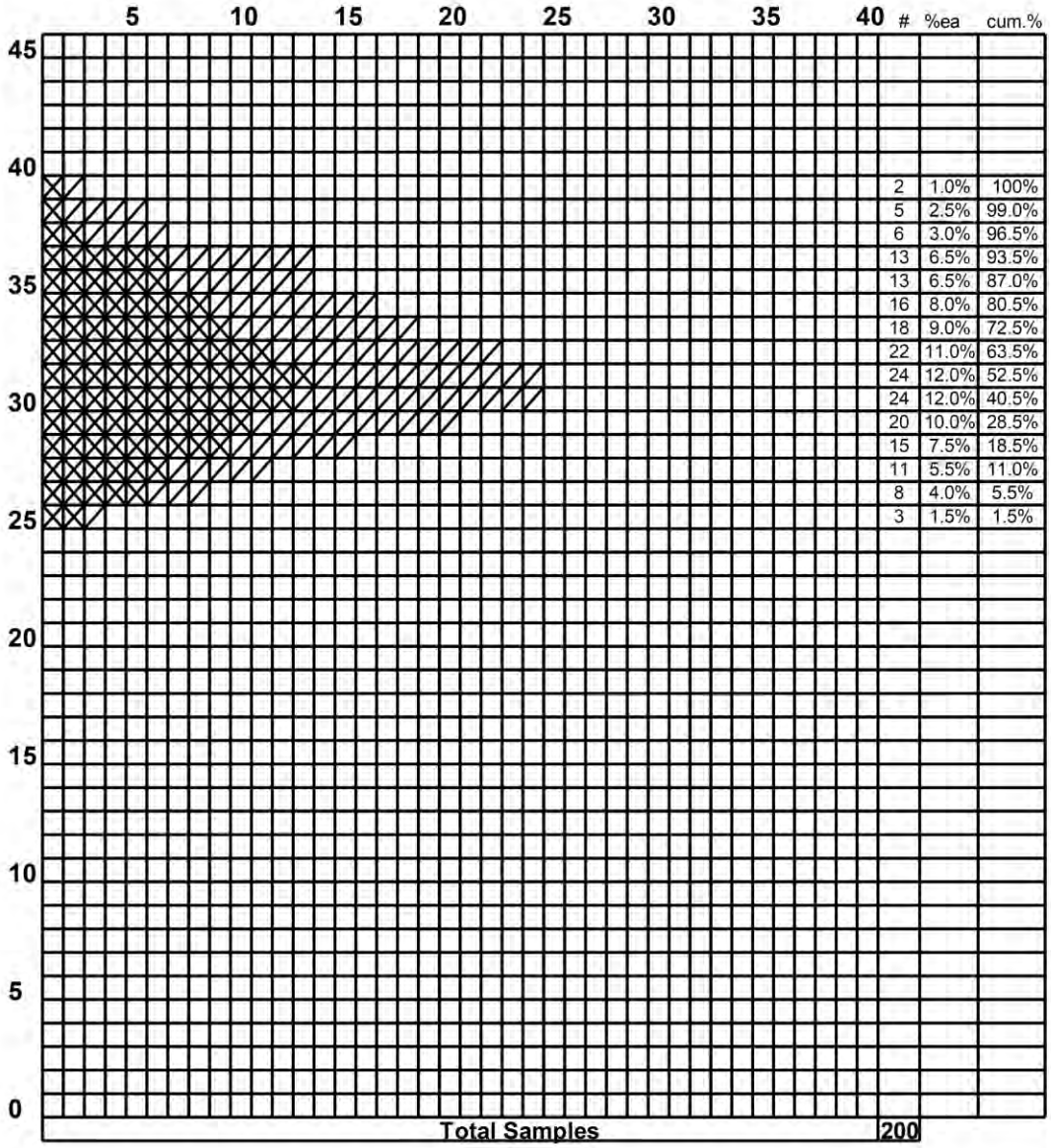
Public Works Department

Street Name: ALHAMBRA AVENUE

Limits: HELLMAN AVENUE to GARVEY AVENUE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
2	1.0%	100%
5	2.5%	99.0%
6	3.0%	96.5%
13	6.5%	93.5%
13	6.5%	87.0%
16	8.0%	80.5%
18	9.0%	72.5%
22	11.0%	63.5%
24	12.0%	52.5%
24	12.0%	40.5%
20	10.0%	28.5%
15	7.5%	18.5%
11	5.5%	11.0%
8	4.0%	5.5%
3	1.5%	1.5%

85th Percentile Speed:	34.7
50th Percentile Speed:	30.8
15th Percentile Speed:	27.5
10 MPH Pace:	27- 36
Number in Pace:	176
Percent in Pace:	88.0%

Date of Survey:	8/6/2024	Start Time:	9:00
Weather:	Clear	End Time:	10:00
Road Condition	Fair	Posted Speed:	30
Street Class.:	Collector		
Observer: BR			
Conditions not Apparent:	Heavy On-Street Parking, Sidewalks MFDU Driveways, Long Stretch Uncontrolled, Stop at Emerson, Signal at		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ALHAMBRA AVENUE
Limits: HELLMAN AVENUE
GARVEY AVENUE

Field Observer BR
Checked By: JR
Date: 8/6/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Emerson Avenue
85th Percentile	34.7
10 mph Pace	27 - 36
Percent in Pace	88.0%
Posted Speed Limit	30
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	6
Collision Rate (Acc/MVM)	1.144
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	7127
Length of Segment	2660
Lane Configuration	Single Lane Each Direction
Street Classification	Collector
D. Conditions Not Readily Apparent	
Conditions	Heavy On-Street Parking, Sidewalks MFDU Driveways, Long Stretch Uncontrolled, Stop at Emerson, Signal at GarveyAve
Roadway Geometrics	Bike Lanes Both Sides of the Street
Comments	Recommended Speed Limit Per 85th% is 35 mph. The Speed Limit May be Rounded Down to the Nearest 5mph Based on Roadway Conditions. The Speed Limit Should Remain or be Posted at 30 mph per CVC 21400.
E. Adjacent Land Use	MFDU/Coml at Garvey
Posted Speed Limit	30
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 1

City of Monterey Park

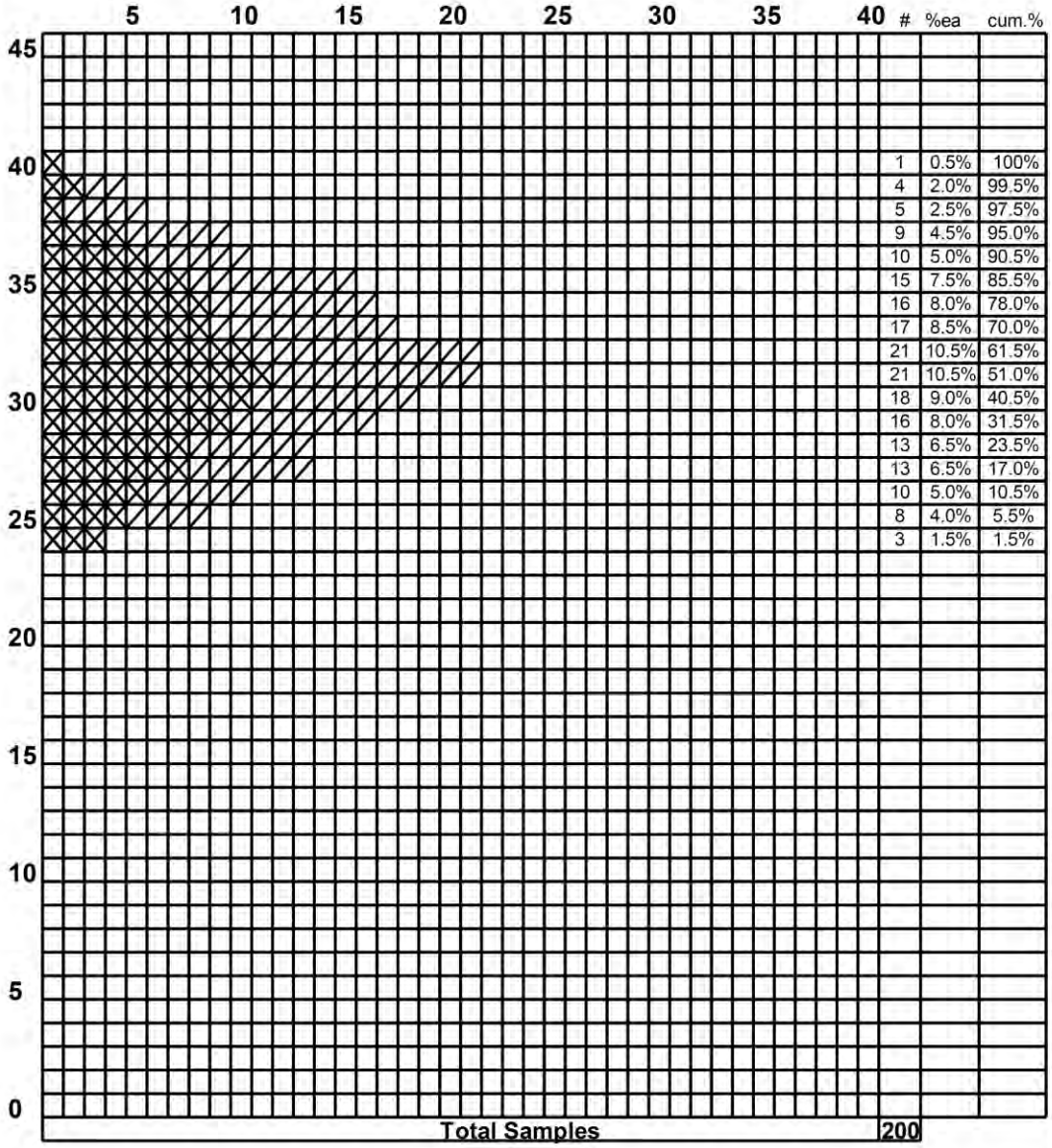
Public Works Department

Street Name: ALHAMBRA AVENUE

Limits: GARVEY AVENUE to GRAVES AVENUE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
1	0.5%	100%
4	2.0%	99.5%
5	2.5%	97.5%
9	4.5%	95.0%
10	5.0%	90.5%
15	7.5%	85.5%
16	8.0%	78.0%
17	8.5%	70.0%
21	10.5%	61.5%
21	10.5%	51.0%
18	9.0%	40.5%
16	8.0%	31.5%
13	6.5%	23.5%
13	6.5%	17.0%
10	5.0%	10.5%
8	4.0%	5.5%
3	1.5%	1.5%
Total Samples		200

85th Percentile Speed:	34.9
50th Percentile Speed:	30.9
15th Percentile Speed:	26.7
10 MPH Pace:	26- 35
Number in Pace:	160
Percent in Pace:	80.0%

Date of Survey:	8/6/2024	Start Time:	10:00
Weather:	Clear	End Time:	11:00
Road Condition	Fair	Posted Speed:	35
Street Class.:	Collector		
Observer: BR			
Conditions not Apparent:	Lots of Residential Driveways, Stop at Newmark Ave, Heavy Parking		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ALHAMBRA AVENUE
Limits: GARVEY AVENUE
GRAVES AVENUE

Field Observer BR
Checked By: JR
Date: 8/6/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	S/O Peach Street
85th Percentile	34.9
10 mph Pace	26 - 35
Percent in Pace	80.0%
Posted Speed Limit	35
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	3
Collision Rate (Acc/MVM)	0.639
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	6424
Length of Segment	2641
Lane Configuration	Single Lane Each Direction
Street Classification	Collector
D. Conditions Not Readily Apparent	
Conditions	Lots of Residential Driveways, Stop at Newmark Ave, Heavy Parking
Roadway Geometrics	Bike Lanes S/O Garvey to Newmark, Sidewalks Both Sides, Hill at South End
Comments	Recommended Speed Limit Per 85th% is 35 mph. The Speed Limit May be Rounded Down to the Nearest 5mph Based on Roadway Conditions. The Speed Limit Should Remain or be Posted at 30mph per CVC 21400.
E. Adjacent Land Use	SFDU/MFDU
Posted Speed Limit	35
Speed Limit Change?	Yes
Revised Speed Limit	30

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 2

City of Monterey Park

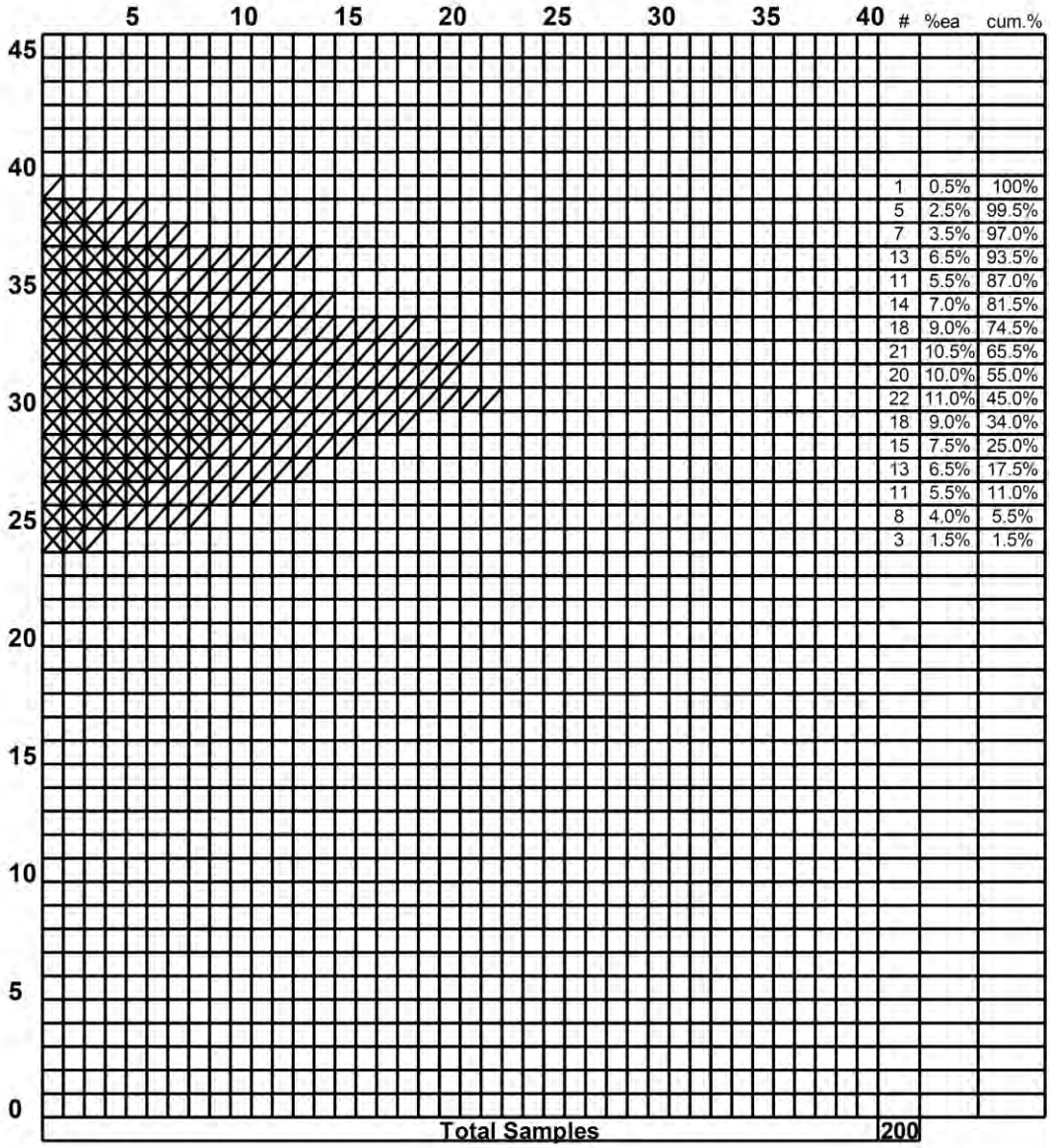
Public Works Department

Street Name: ATLANTIC BOULEVARD

Limits: HELLMAN AVENUE to GARVEY AVENUE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
1	0.5%	100%
5	2.5%	99.5%
7	3.5%	97.0%
13	6.5%	93.5%
11	5.5%	87.0%
14	7.0%	81.5%
18	9.0%	74.5%
21	10.5%	65.5%
20	10.0%	55.0%
22	11.0%	45.0%
18	9.0%	34.0%
15	7.5%	25.0%
13	6.5%	17.5%
11	5.5%	11.0%
8	4.0%	5.5%
3	1.5%	1.5%
Total Samples		200

85th Percentile Speed:	34.6
50th Percentile Speed:	30.5
15th Percentile Speed:	26.6
10 MPH Pace:	27- 36
Number in Pace:	165
Percent in Pace:	82.5%

Date of Survey:	8/6/2024	Start Time:	11:00
Weather:	Clear	End Time:	12:00
Road Condition	Good	Posted Speed:	30
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Restricted On Street Parking on West Side,Bus Stops, Pedestrians, Theater, Hotels, Shopping		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ATLANTIC BOULEVARD
Limits: HELLMAN AVENUE
GARVEY AVENUE

Field Observer BR
Checked By: JR
Date: 8/6/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Emerson Avenue
85th Percentile	34.6
10 mph Pace	27 - 36
Percent in Pace	82.5%
Posted Speed Limit	30
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	16
Collision Rate (Acc/MVM)	0.776
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	27971
Length of Segment	2663
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Restricted On Street Parking on West Side,Bus Stops, Pedestrians, Theater, Hotels, Shopping
Roadway Geometrics	Partial Raised Median
Comments	Recommended Speed Limit Per 85th% is 35 mph. The Speed Limit May be Rounded Down to the Nearest 5mph Based on Roadway Conditions. The Speed Limit Should Remain or be Posted at 30 mph per CVC 21400.
E. Adjacent Land Use	Business District
Posted Speed Limit	30
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 3

City of Monterey Park

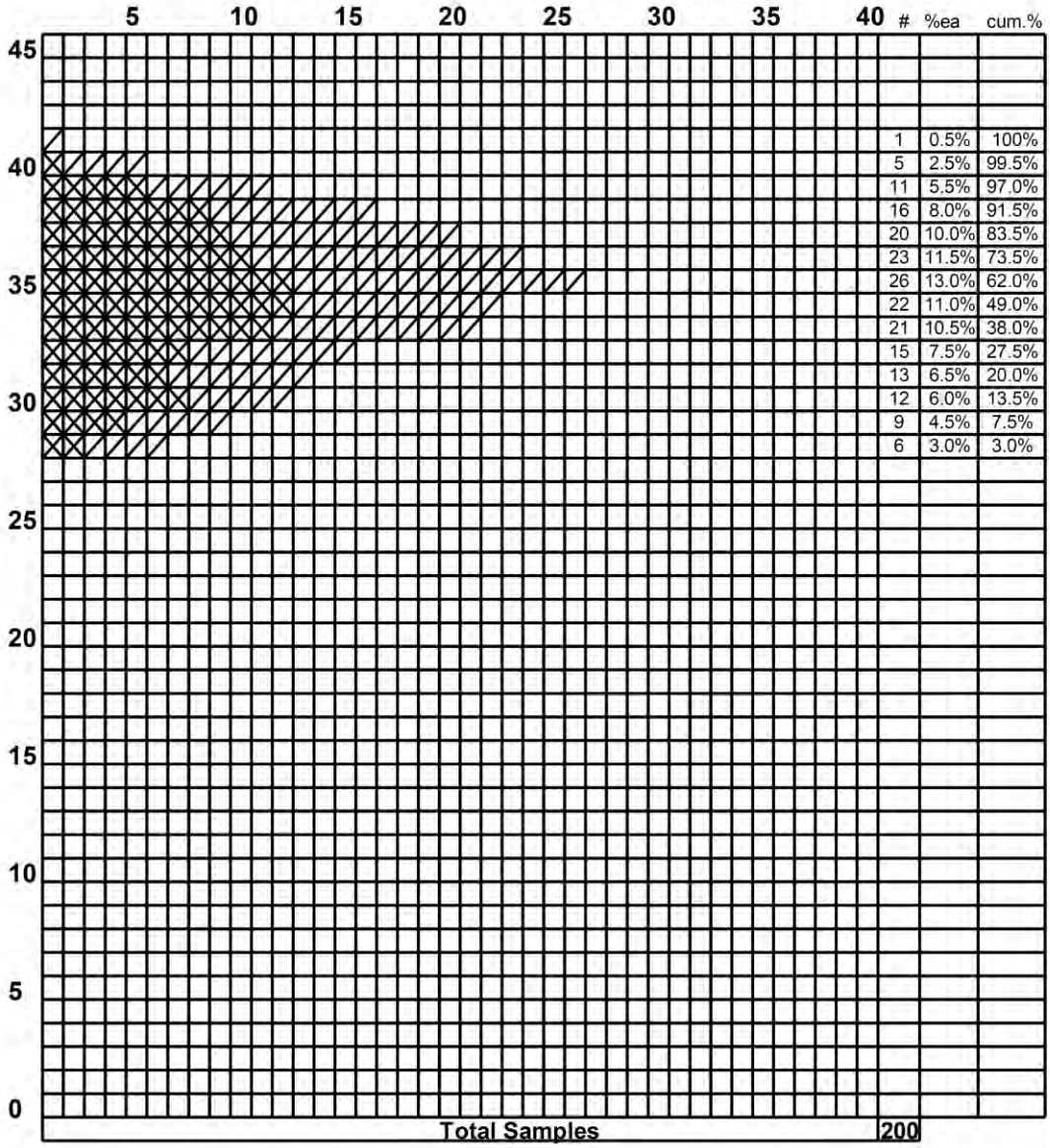
Public Works Department

Street Name: ATLANTIC BOULEVARD

Limits: GARVEY AVENUE to HARDING AVENUE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
1	0.5%	100%
5	2.5%	99.5%
11	5.5%	97.0%
16	8.0%	91.5%
20	10.0%	83.5%
23	11.5%	73.5%
26	13.0%	62.0%
22	11.0%	49.0%
21	10.5%	38.0%
15	7.5%	27.5%
13	6.5%	20.0%
12	6.0%	13.5%
9	4.5%	7.5%
6	3.0%	3.0%
Total Samples	200	

85th Percentile Speed:	37.2
50th Percentile Speed:	34.1
15th Percentile Speed:	30.2
10 MPH Pace:	30- 39
Number in Pace:	179
Percent in Pace:	89.5%

Date of Survey:	8/6/2024	Start Time:	12:00
Weather:	Clear	End Time:	1:00
Road Condition	Good	Posted Speed:	35
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	No Street parking on Curve North of Newmark Ave, Parking Both Sides, Large Shopping Plazas, Sidewalks		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ATLANTIC BOULEVARD
Limits: GARVEY AVENUE
HARDING AVENUE

Field Observer BR
Checked By: JR
Date: 8/6/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	S/O Newmark Ave
85th Percentile	37.2
10 mph Pace	30 - 39
Percent in Pace	89.5%
Posted Speed Limit	35
B. Collision History	
Date Range 1/1/2020 To 12/31/2023 (4)	
Total Collisions	21
Collision Rate (Acc/MVM)	1.229
Expected Collision Rate	0.82
C. Traffic Factors	
Average Daily Traffic	26927
Length of Segment	2294
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	No Street parking on Curve North of Newmark Ave, Parking Both Sides, Large Shopping Plazas, Sidewalks
Roadway Geometrics	Horizontal Curve north of Newmark Ave
Comments	Posted Speed Limit is Set at 85th% Speed. Posted Speed Should Remain at 35 mph Per CVC 627 and 22350.
E. Adjacent Land Use	MFDU / Commercial
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 4

City of Monterey Park

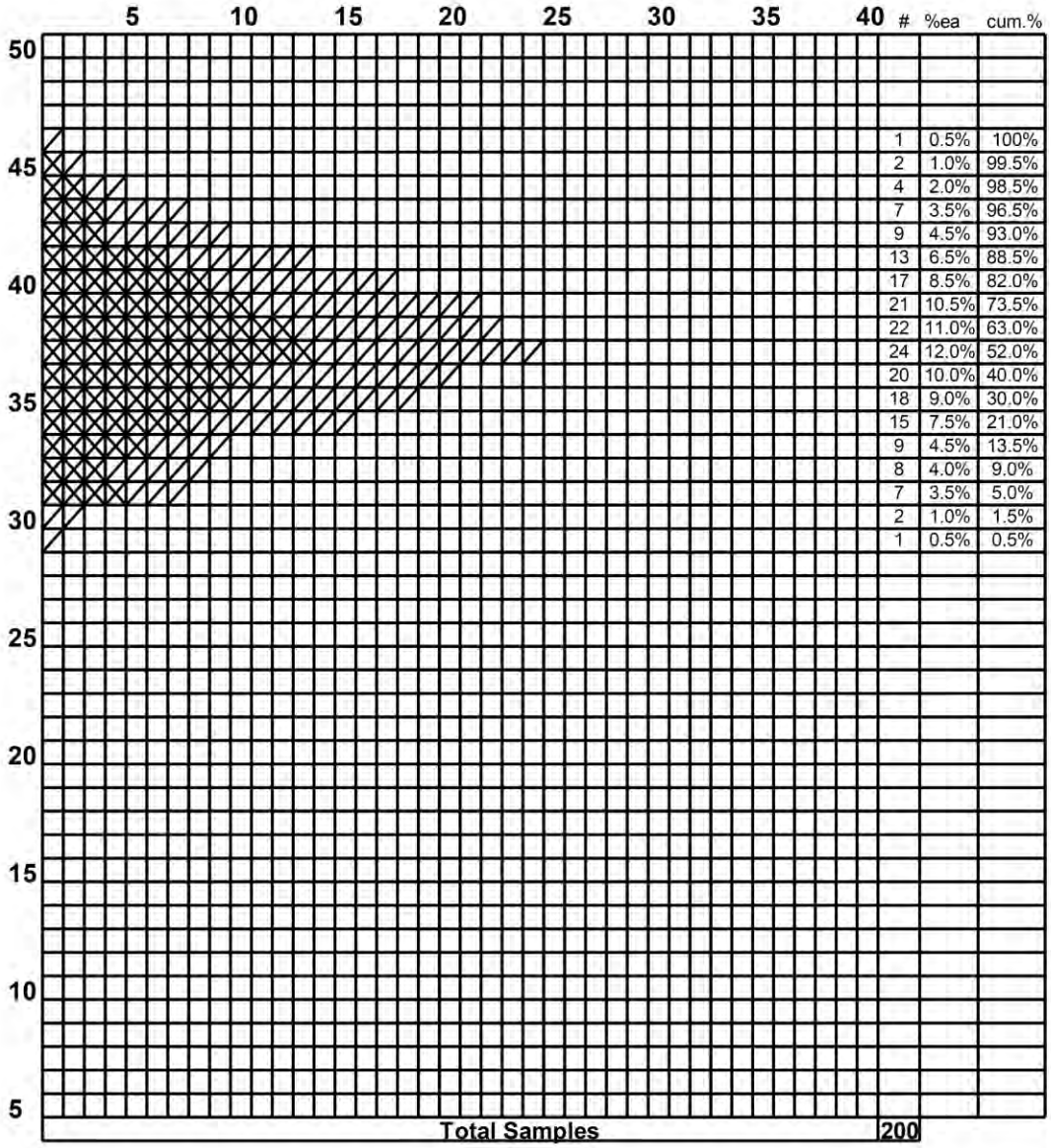
Public Works Department

Street Name: ATLANTIC BOULEVARD

Limits: HARDING AVENUE to EL REPETTO DRIVE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
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2	1.0%	99.5%
4	2.0%	98.5%
7	3.5%	96.5%
9	4.5%	93.0%
13	6.5%	88.5%
17	8.5%	82.0%
21	10.5%	73.5%
22	11.0%	63.0%
24	12.0%	52.0%
20	10.0%	40.0%
18	9.0%	30.0%
15	7.5%	21.0%
9	4.5%	13.5%
8	4.0%	9.0%
7	3.5%	5.0%
2	1.0%	1.5%
1	0.5%	0.5%

85th Percentile Speed:	40.5
50th Percentile Speed:	36.8
15th Percentile Speed:	33.2
10 MPH Pace:	33- 42
Number in Pace:	168
Percent in Pace:	84.0%

Date of Survey:	8/6/2024	Start Time:	1:00
Weather:	Clear	End Time:	2:00
Road Condition	Fair to Good	Posted Speed:	40
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Commercial Driveway Characteristics, Sidewalks,Heavy Parking by MFDU, Bus Stops		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ATLANTIC BOULEVARD
Limits: HARDING AVENUE
EL REPETTO DRIVE

Field Observer BR
Checked By: JR
Date: 8/6/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Sevilla St
85th Percentile	40.5
10 mph Pace	33 - 42
Percent in Pace	84.0%
Posted Speed Limit	40
B. Collision History	
Date Range 1/1/2020 To 12/31/2023 (4)	
Total Collisions	20
Collision Rate (Acc/MVM)	0.707
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	25568
Length of Segment	3997
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Commercial Driveway Characteristics, Sidewalks,Heavy Parking by MFDU, Bus Stops
Roadway Geometrics	Slight Horizontal Curve North of El Repetto Dr
Comments	Recommended Speed Limit Per 85th% is 40 mph. Roadside Use, Pedestrian Generators and Slope in Road Justify a Reduction from 85th% Speed to 35 mph. Posted Speed Should be Changed to 35 mph per CVC 627 and 22358.5. Speed will also be Consistent with Adjacent Segments.
E. Adjacent Land Use	MFDU/Commercial/Office some SFDU with Frontage Rd
Posted Speed Limit	40
Speed Limit Change?	Yes
Revised Speed Limit	35

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 5

City of Monterey Park

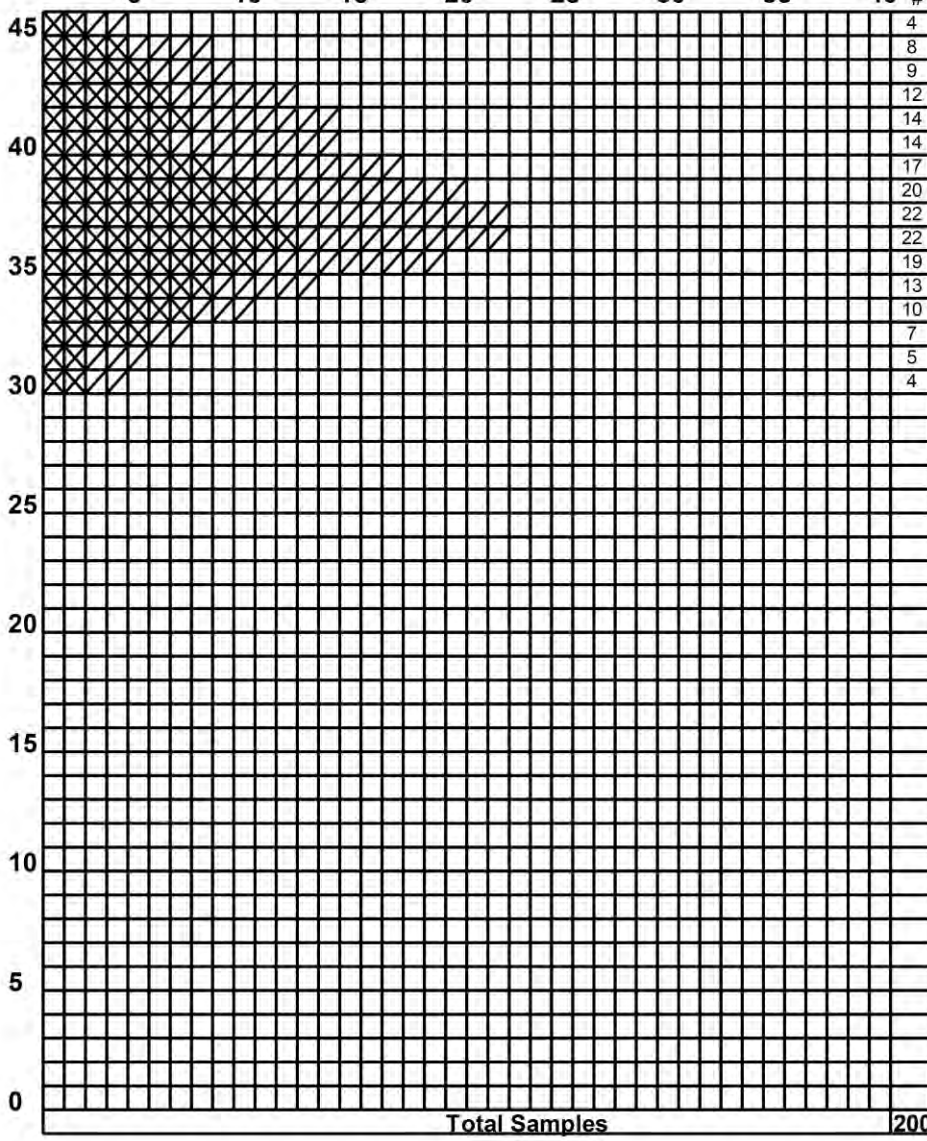
Public Works Department

Street Name: ATLANTIC BOULEVARD

Limits: EL REPETTO DRIVE to FLORAL DRIVE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
4	2.0%	100%
8	4.0%	98.0%
9	4.5%	94.0%
12	6.0%	89.5%
14	7.0%	83.5%
14	7.0%	76.5%
17	8.5%	69.5%
20	10.0%	61.0%
22	11.0%	51.0%
22	11.0%	40.0%
19	9.5%	29.0%
13	6.5%	19.5%
10	5.0%	13.0%
7	3.5%	8.0%
5	2.5%	4.5%
4	2.0%	2.0%

85th Percentile Speed:	41.3
50th Percentile Speed:	36.9
15th Percentile Speed:	33.3
10 MPH Pace:	33- 42
Number in Pace:	163
Percent in Pace:	81.5%

Date of Survey:	8/6/2024	Start Time:	2:00
Weather:	Clear	End Time:	3:00
Road Condition	Good	Posted Speed:	40
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Commercial Driveway Characteristics, Sidewalks, Food Places, Intermittent Parking, Bus Stops, Cross Traffic,		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ATLANTIC BOULEVARD
Limits: EL REPETTO DRIVE
FLORAL DRIVE

Field Observer BR
Checked By: JR
Date: 8/6/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Adobe Place
85th Percentile	41.3
10 mph Pace	33 - 42
Percent in Pace	81.5%
Posted Speed Limit	40
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	4
Collision Rate (Acc/MVM)	0.199
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	25359
Length of Segment	2863
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Commercial Driveway Characteristics, Sidewalks, Food Places, Intermittent Parking, Bus Stops, Cross Traffic, Frontage Road on East Side, Pedestrian Generators
Roadway Geometrics	Slope in Road with Curve North of Floral Drive
Comments	Recommended Speed Limit Per 85th% is 40 mph. Roadside Use with Pedestrian Generators Justify a 5 mph Reduction from 85th% Speed to 35 mph. Posted Speed Should be Changed to 35 mph per CVC 627 and 22358.5. Segment will be Consistent with Adjacent Segments.
E. Adjacent Land Use	Mainly Commercial
Posted Speed Limit	40
Speed Limit Change?	Yes
Revised Speed Limit	35

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 6

City of Monterey Park

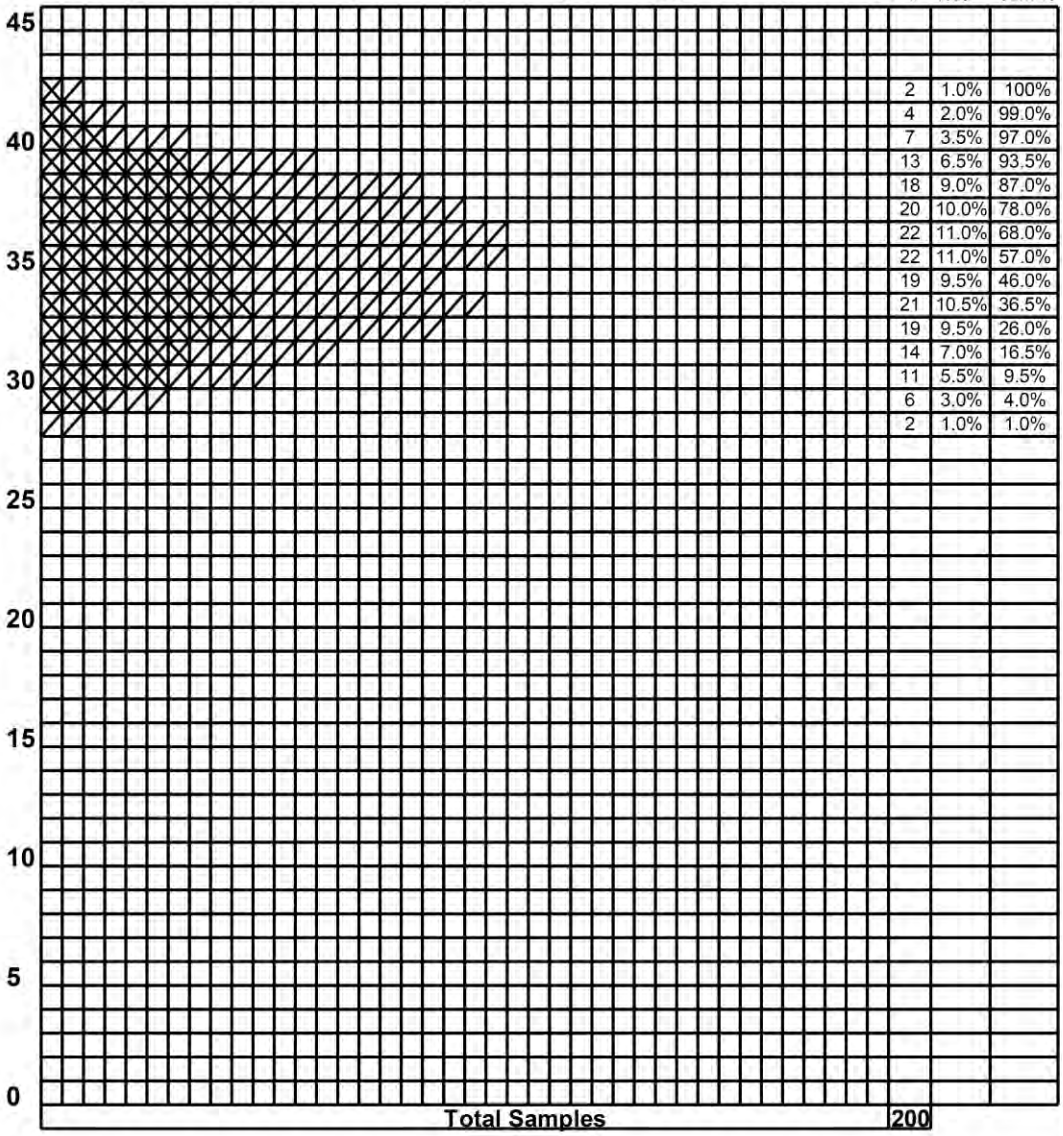
Public Works Department

Street Name: ATLANTIC BOULEVARD

Limits: FLORAL DRIVE to FIRST STREET

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
2	1.0%	100%
4	2.0%	99.0%
7	3.5%	97.0%
13	6.5%	93.5%
18	9.0%	87.0%
20	10.0%	78.0%
22	11.0%	68.0%
22	11.0%	57.0%
19	9.5%	46.0%
21	10.5%	36.5%
19	9.5%	26.0%
14	7.0%	16.5%
11	5.5%	9.5%
6	3.0%	4.0%
2	1.0%	1.0%
Total Samples		200

85th Percentile Speed:	37.8
50th Percentile Speed:	34.4
15th Percentile Speed:	30.8
10 MPH Pace:	30- 39
Number in Pace:	179
Percent in Pace:	89.5%

Date of Survey:	8/7/2024	Start Time:	9:00
Weather:	Clear	End Time:	10:00
Road Condition	Good	Posted Speed:	35
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Commercial Driveway Characteristics, Limited On Street Parking, Bus Stops, Pedestrian Generators, Sidewalks on		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ATLANTIC BOULEVARD
Limits: FLORAL DRIVE
FIRST STREET

Field Observer BR
Checked By: JR
Date: 8/7/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Riggin St
85th Percentile	37.8
10 mph Pace	30 - 39
Percent in Pace	89.5%
Posted Speed Limit	35
B. Collision History	
Date Range 1/1/2020 To 12/31/2023 (4)	
Total Collisions	21
Collision Rate (Acc/MVM)	1.445
Expected Collision Rate	0.82
C. Traffic Factors	
Average Daily Traffic	29927
Length of Segment	1755
Lane Configuration	3 Lanes Each Direction
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Commercial Driveway Characteristics, Limited On Street Parking, Bus Stops, Pedestrian Generators, Sidewalks on Both Sides, ELAC to the West
Roadway Geometrics	Raised Median between First St and Riggin St
Comments	Recommended Speed Limit Per 85th% is 40 mph. The Speed Limit May be Rounded Down to the Nearest 5mph Based on Roadway Conditions. The Speed Limit Should be Posted at 35 mph per CVC 21400.
E. Adjacent Land Use	Commercial
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 7

City of Monterey Park

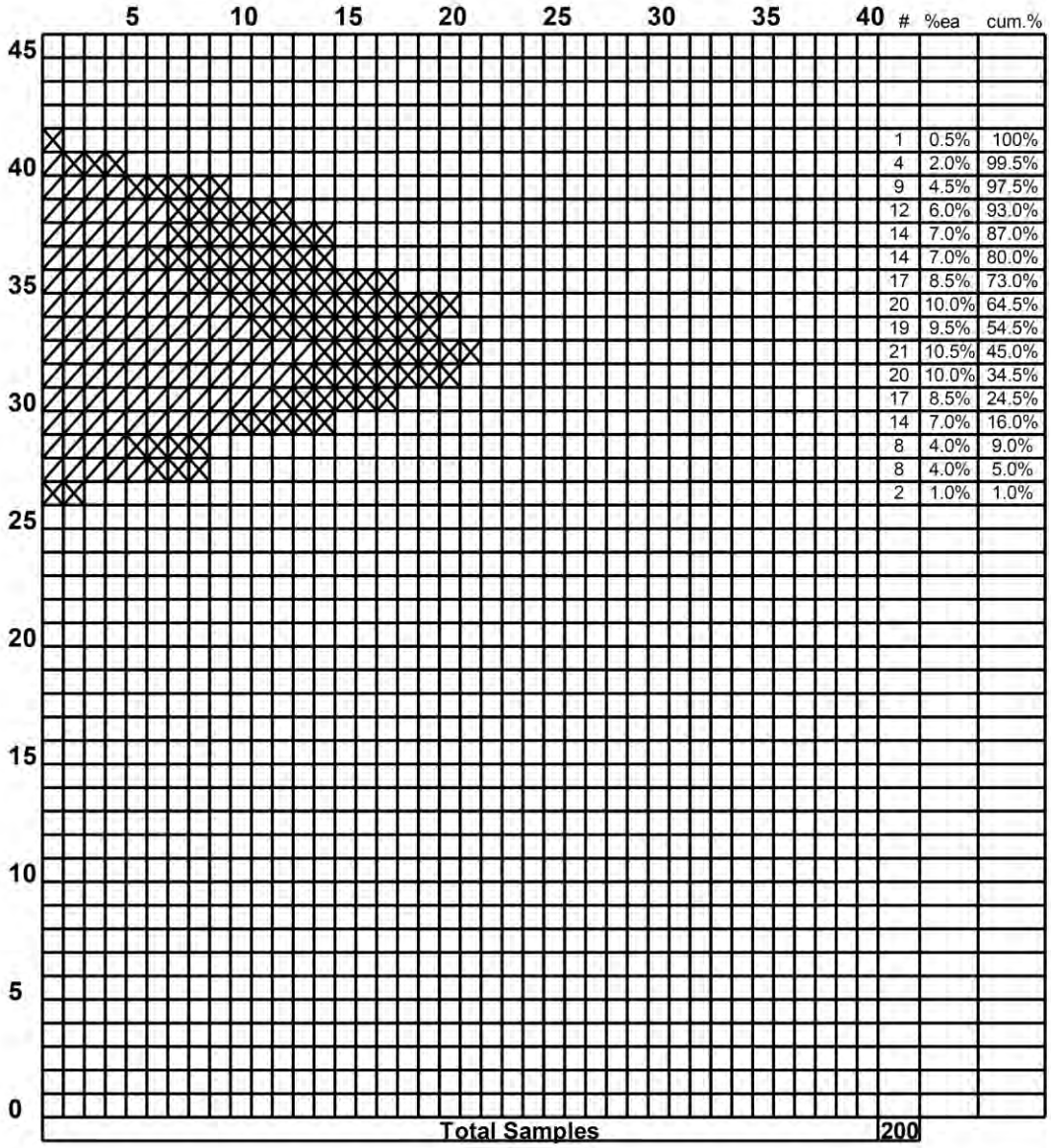
Public Works Department

Street Name: AVENIDA CESAR CHAVEZ

Limits: WEST CITY LIMIT to ATLANTIC BOULEVARD

Radar Survey Sheet

X=West /=East



#	%ea	cum.%
1	0.5%	100%
4	2.0%	99.5%
9	4.5%	97.5%
12	6.0%	93.0%
14	7.0%	87.0%
14	7.0%	80.0%
17	8.5%	73.0%
20	10.0%	64.5%
19	9.5%	54.5%
21	10.5%	45.0%
20	10.0%	34.5%
17	8.5%	24.5%
14	7.0%	16.0%
8	4.0%	9.0%
8	4.0%	5.0%
2	1.0%	1.0%
200		

85th Percentile Speed:	36.7
50th Percentile Speed:	32.5
15th Percentile Speed:	28.9
10 MPH Pace:	29- 38
Number in Pace:	168
Percent in Pace:	84.0%

Date of Survey:	8/7/2024	Start Time:	10:00
Weather:	Clear	End Time:	11:00
Road Condition	Good	Posted Speed:	35
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Restricted On Street Parking, Pedestrian Signal at Westcott Ave, Frontage of East LA College, Heavy Pedestrian		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: AVENIDA CESAR CHAVEZ
Limits: WEST CITY LIMIT
ATLANTIC BOULEVARD

Field Observer BR
Checked By: JR
Date: 8/7/2024

Factors	Direction: East/West
A. Prevailing Speed Data	
Location of Survey	E/O Schoolside Ave
85th Percentile	36.7
10 mph Pace	29 - 38
Percent in Pace	84.0%
Posted Speed Limit	35
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	8
Collision Rate (Acc/MVM)	0.586
Expected Collision Rate	0.82
C. Traffic Factors	
Average Daily Traffic	16580
Length of Segment	2978
Lane Configuration	2 Lanes Each Direction
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Restricted On Street Parking, Pedestrian Signal at Westcott Ave, Frontage of East LA College, Heavy Pedestrian Generator, Robert Hill Elem School - SS
Roadway Geometrics	Horizontal Curve Along Entire Segment. No Sidewalks, Shared Bike Rte
Comments	Recommended Speed Limit Per 85th% is 35 mph. Roadside Use and Pedestrian Generators Present Justify a 5 mph Reduction from 85th% Speed to 30 mph. Posted Speed Should be Changed to 30 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	SFDU - East Los Angeles College
Posted Speed Limit	35
Speed Limit Change?	Yes
Revised Speed Limit	30

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

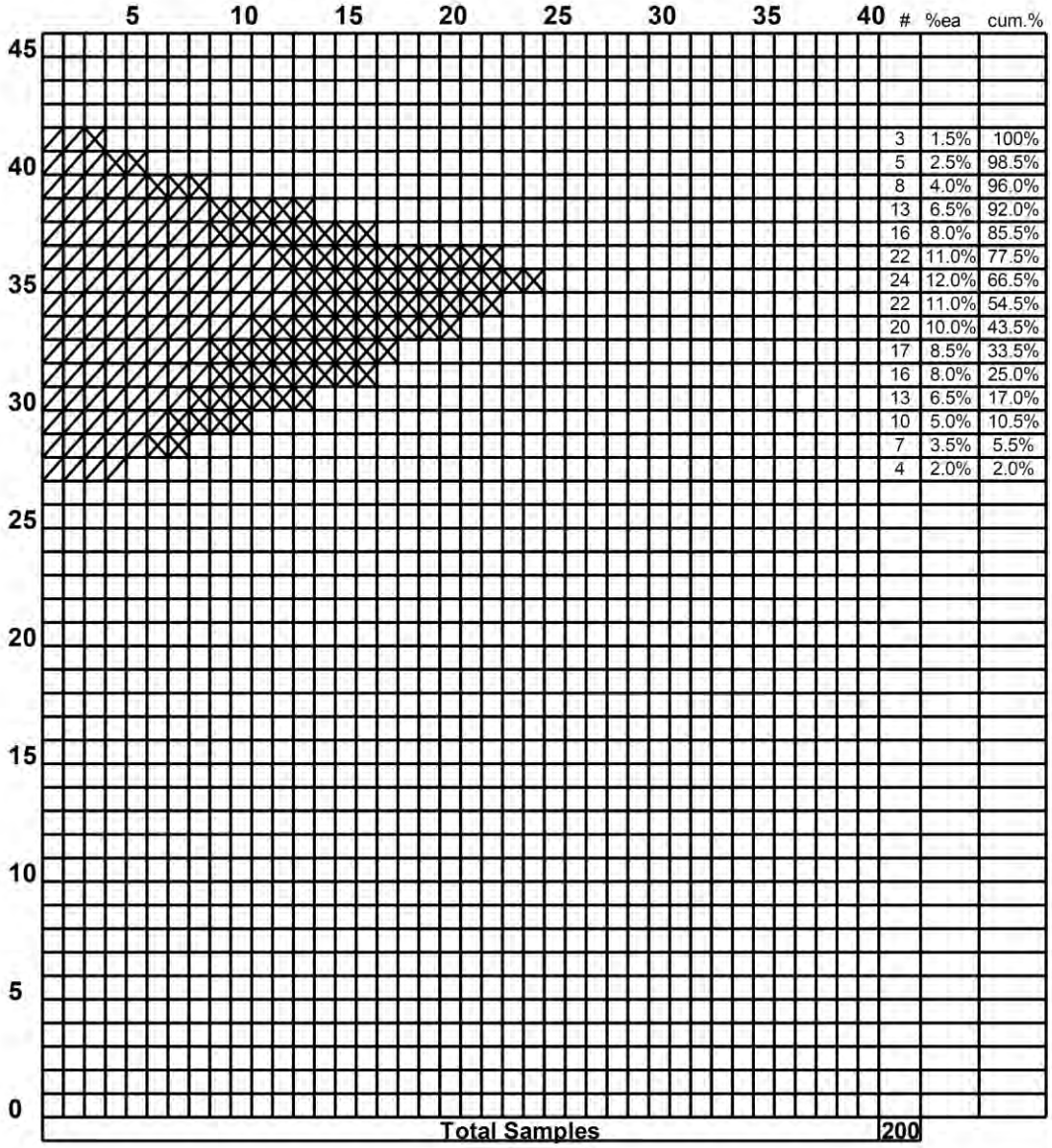
Loc. # 8

City of Monterey Park
Public Works Department

Street Name: FLORAL DRIVE
Limits: WEST CITY LIMIT to MONTEREY PASS ROAD

Radar Survey Sheet

X=West /=East



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5	2.5%	98.5%
8	4.0%	96.0%
13	6.5%	92.0%
16	8.0%	85.5%
22	11.0%	77.5%
24	12.0%	66.5%
22	11.0%	54.5%
20	10.0%	43.5%
17	8.5%	33.5%
16	8.0%	25.0%
13	6.5%	17.0%
10	5.0%	10.5%
7	3.5%	5.5%
4	2.0%	2.0%
Total Samples	200	

85th Percentile Speed:	36.9
50th Percentile Speed:	33.6
15th Percentile Speed:	29.7
10 MPH Pace:	29- 38
Number in Pace:	173
Percent in Pace:	86.5%

Date of Survey:	8/7/2024	Start Time:	11:00
Weather:	Clear	End Time:	12:00
Road Condition	Fair to Poor	Posted Speed:	35
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Left Turn Lanes at Intersections, 3 lanes WB McDonnal to Dangler Ave		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: FLORAL DRIVE
Limits: WEST CITY LIMIT
MONTEREY PASS ROAD

Field Observer BR
Checked By: JR
Date: 8/7/2024

Factors	Direction: East/West
A. Prevailing Speed Data	
Location of Survey	E/O McDonnell Ave
85th Percentile	36.9
10 mph Pace	29 - 38
Percent in Pace	86.5%
Posted Speed Limit	35
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	5
Collision Rate (Acc/MVM)	0.474
Expected Collision Rate	0.82
C. Traffic Factors	
Average Daily Traffic	16573
Length of Segment	2299
Lane Configuration	2/3 Lanes Each Direction
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Left Turn Lanes at Intersections, 3 lanes WB McDonnal to Dangler Ave
Roadway Geometrics	Heavy Street Parking on South Side
Comments	Posted Speed Limit is Set at 85th% Speed. Posted Speed Should Remain at 35 mph Per CVC 627 and 22350.
E. Adjacent Land Use	Commercial/Manuf
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

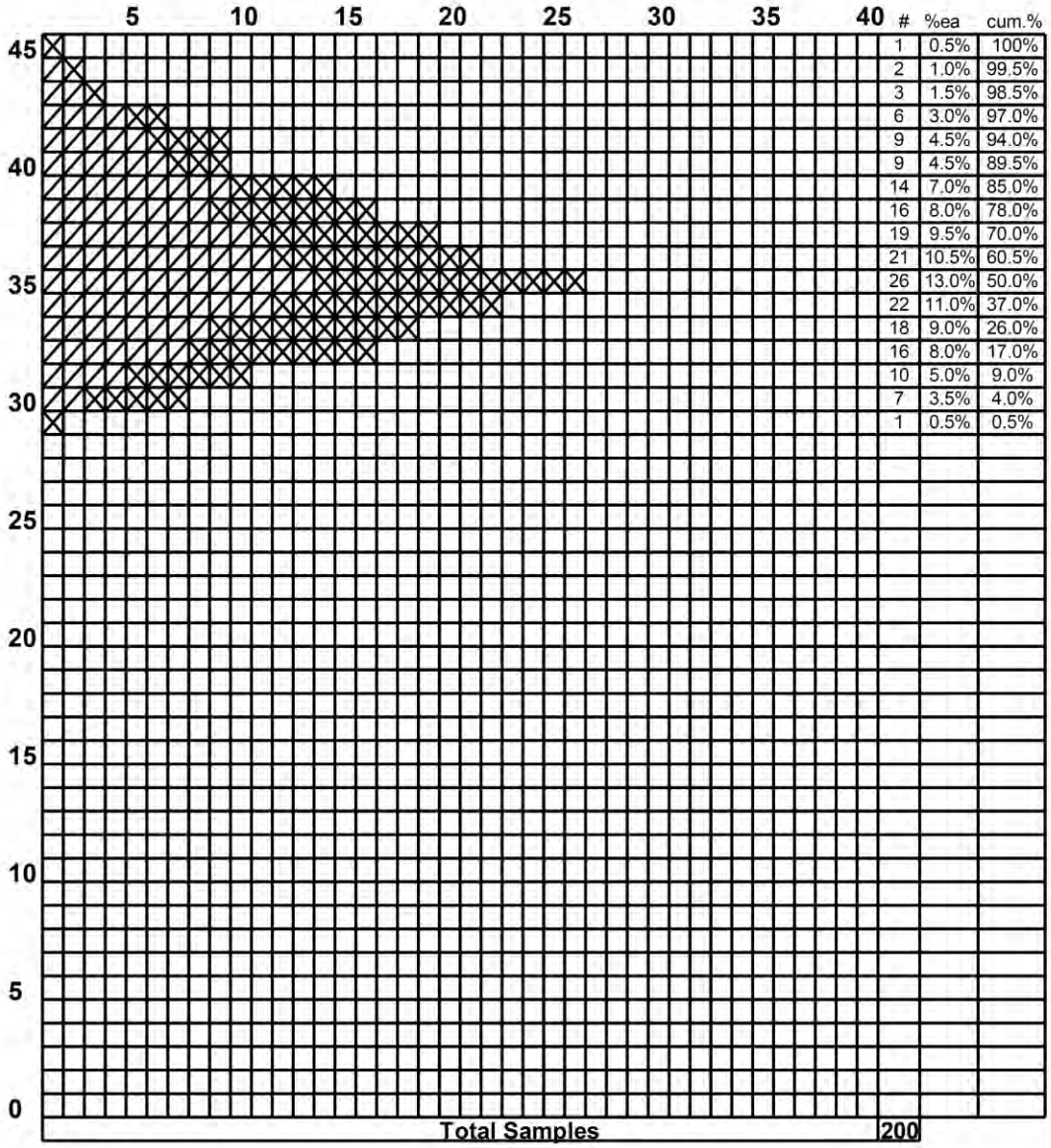
Loc. # 9

City of Monterey Park
Public Works Department

Street Name: FLORAL DRIVE
Limits: MONTEREY PASS ROAD to ATLANTIC BOULEVARD

Radar Survey Sheet

X=West /=East



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3	1.5%	98.5%
6	3.0%	97.0%
9	4.5%	94.0%
9	4.5%	89.5%
14	7.0%	85.0%
16	8.0%	78.0%
19	9.5%	70.0%
21	10.5%	60.5%
26	13.0%	50.0%
22	11.0%	37.0%
18	9.0%	26.0%
16	8.0%	17.0%
10	5.0%	9.0%
7	3.5%	4.0%
1	0.5%	0.5%

85th Percentile Speed:	39.0
50th Percentile Speed:	35.0
15th Percentile Speed:	31.8
10 MPH Pace:	31- 40
Number in Pace:	171
Percent in Pace:	85.5%

Date of Survey:	8/7/2024	Start Time:	12:00
Weather:	Clear	End Time:	1:00
Road Condition	Good	Posted Speed:	40
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Intermittent Street Parking on SS, Posted 35mph EB, 40 mph WB, Back Side of ELAC, No Sidewalk on NS, EB Var		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: FLORAL DRIVE
Limits: MONTEREY PASS ROAD
ATLANTIC BOULEVARD

Field Observer BR
Checked By: JR
Date: 8/7/2024

Factors	Direction: East/West
A. Prevailing Speed Data	
Location of Survey	Valley Vista Dr
85th Percentile	39.0
10 mph Pace	31 - 40
Percent in Pace	85.5%
Posted Speed Limit	40
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	16
Collision Rate (Acc/MVM)	0.616
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	15323
Length of Segment	6124
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Intermittent Street Parking on SS, Posted 35mph EB, 40 mph WB, Back Side of ELAC, No Sidewalk on NS, EB Var Speed Sign
Roadway Geometrics	Slope and Curve East of Hillside St. No Shoulder
Comments	Recommended Speed Limit Per 85th% is 40 mph. The Speed Limit May be Rounded Down to the Nearest 5mph Based on Roadway Conditions and Line of Sight. The Speed Limit For Both Directions Should be Posted or Remain at 35 mph per CVC 21400.
E. Adjacent Land Use	SFDU/ East LA College
Posted Speed Limit	40
Speed Limit Change?	Yes
Revised Speed Limit	35

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 10

City of Monterey Park

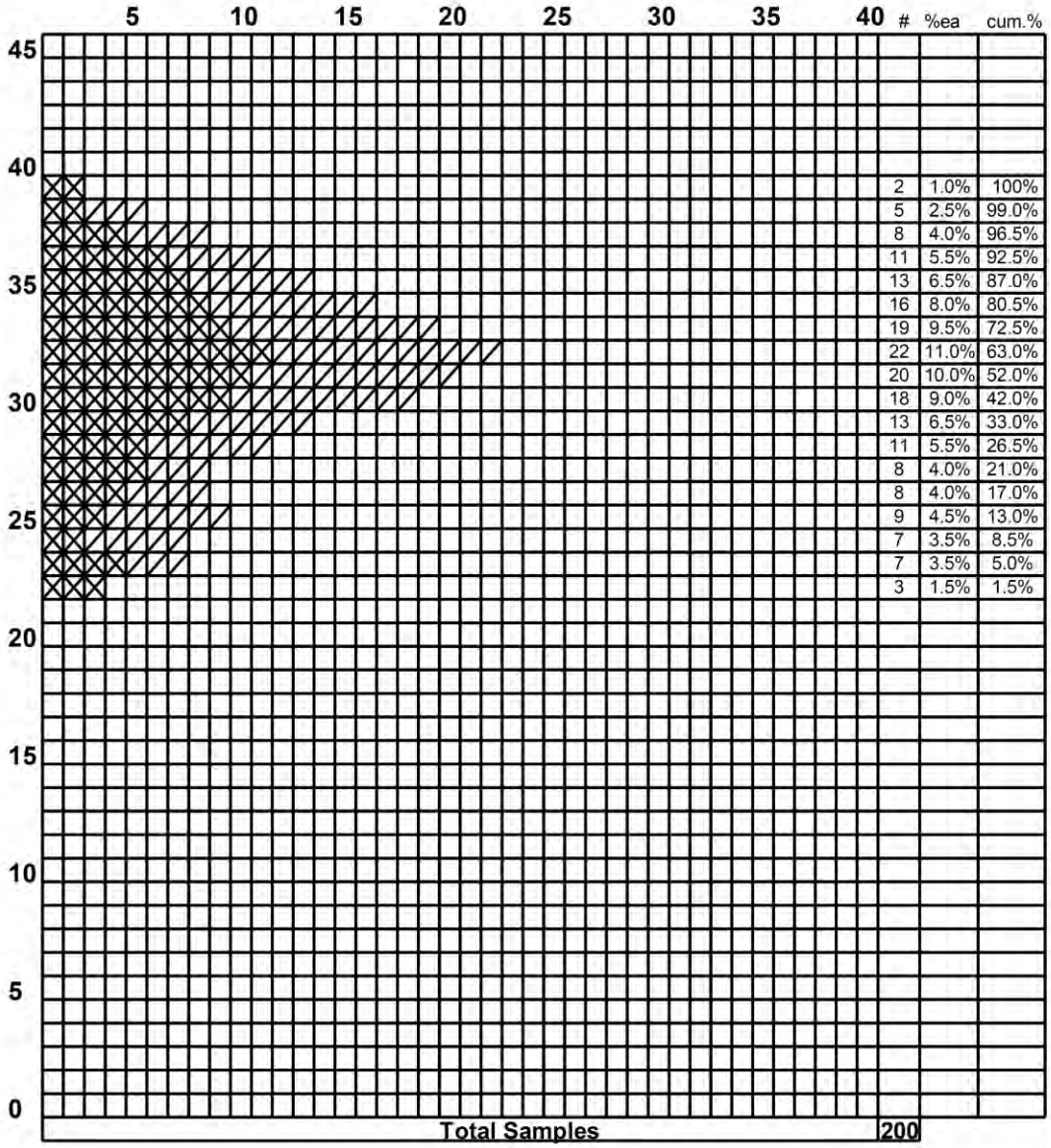
Public Works Department

Street Name: GARFIELD AVENUE

Limits: HELLMAN AVENUE to NEWMARK AVENUE

Radar Survey Sheet

X=North /=South



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8	4.0%	96.5%
11	5.5%	92.5%
13	6.5%	87.0%
16	8.0%	80.5%
19	9.5%	72.5%
22	11.0%	63.0%
20	10.0%	52.0%
18	9.0%	42.0%
13	6.5%	33.0%
11	5.5%	26.5%
8	4.0%	21.0%
8	4.0%	17.0%
9	4.5%	13.0%
7	3.5%	8.5%
7	3.5%	5.0%
3	1.5%	1.5%
200		

85th Percentile Speed:	34.7
50th Percentile Speed:	30.8
15th Percentile Speed:	25.5
10 MPH Pace:	27- 36
Number in Pace:	151
Percent in Pace:	75.5%

Date of Survey:	8/7/2024	Start Time:	1:00
Weather:	Clear	End Time:	2:00
Road Condition	Good	Posted Speed:	30
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Commercial Driveway, Sidewalks Both Sides, Pedestrian Generators both Sides, Bus Stops, Heavy Traffic in Peak.		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: GARFIELD AVENUE
Limits: HELLMAN AVENUE
NEWMARK AVENUE

Field Observer BR
Checked By: JR
Date: 8/7/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	S/O Emerson Ave
85th Percentile	34.7
10 mph Pace	27 - 36
Percent in Pace	75.5%
Posted Speed Limit	30
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	17
Collision Rate (Acc/MVM)	0.803
Expected Collision Rate	0.82
C. Traffic Factors	
Average Daily Traffic	21013
Length of Segment	3640
Lane Configuration	2 Lanes Each Direction
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Commercial Driveway, Sidewalks Both Sides, Pedestrian Generators both Sides, Bus Stops, Heavy Traffic in Peak, Parking in Front of Business
Roadway Geometrics	5 Signals
Comments	Recommended Speed Limit Per 85th% is 35 mph. The Speed Limit May be Rounded Down to the Nearest 5mph Based on Roadway Conditions. The Speed Limit Should Remain or be Posted at 30 mph per CVC 21400.
E. Adjacent Land Use	Commercial/MFDU
Posted Speed Limit	30
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 11

City of Monterey Park

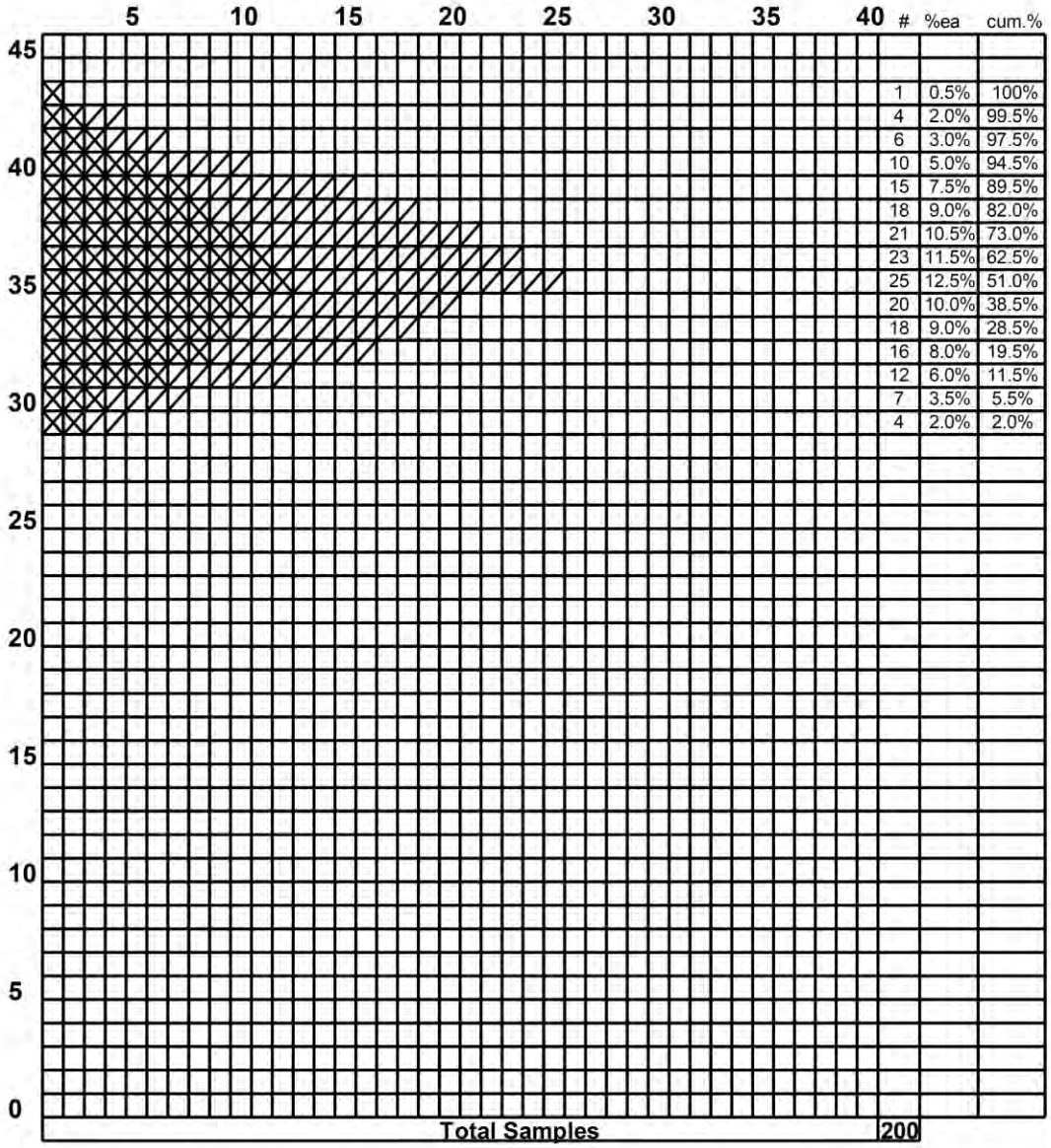
Public Works Department

Street Name: GARFIELD AVENUE

Limits: NEWMARK AVENUE to GRAVES AVENUE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
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4	2.0%	99.5%
6	3.0%	97.5%
10	5.0%	94.5%
15	7.5%	89.5%
18	9.0%	82.0%
21	10.5%	73.0%
23	11.5%	62.5%
25	12.5%	51.0%
20	10.0%	38.5%
18	9.0%	28.5%
16	8.0%	19.5%
12	6.0%	11.5%
7	3.5%	5.5%
4	2.0%	2.0%

85th Percentile Speed:	38.4
50th Percentile Speed:	34.9
15th Percentile Speed:	31.4
10 MPH Pace:	31- 40
Number in Pace:	178
Percent in Pace:	89.0%

Date of Survey:	8/7/2024	Start Time:	2:00
Weather:	Clear	End Time:	3:00
Road Condition	Good	Posted Speed:	35
Street Class.:	Principal Arterial		
Observer:	BR		
Conditions not Apparent:	Heavy Parking in Front of MFDU, Bus Stops, Sidewalks Both Sides, Driveways Backing Onto Garfield		

DRAFT

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: GARFIELD AVENUE
Limits: NEWMARK AVENUE
GRAVES AVENUE

Field Observer BR
Checked By: JR
Date: 8/7/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Ramona Ave
85th Percentile	38.4
10 mph Pace	31 - 40
Percent in Pace	89.0%
Posted Speed Limit	35
B. Collision History	
Date Range 1/1/2020 To 12/31/2023 (4)	
Total Collisions	5
Collision Rate (Acc/MVM)	0.506
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	20782
Length of Segment	1719
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Heavy Parking in Front of MFDU, Bus Stops, Sidewalks Both Sides, Driveways Backing Onto Garfield
Roadway Geometrics	Horizontal Curve South of Newmark Ave, Road Slopes and Curves
Comments	Recommended Speed Limit Per 85th% is 40 mph. The Speed Limit May be Rounded Down to the Nearest 5mph Based on Roadway Conditions and Line of Sight. The Speed Limit Should Remain or be Posted at 35 mph per CVC 21400.
E. Adjacent Land Use	MFDU/SFDU/Commercial
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 12

City of Monterey Park

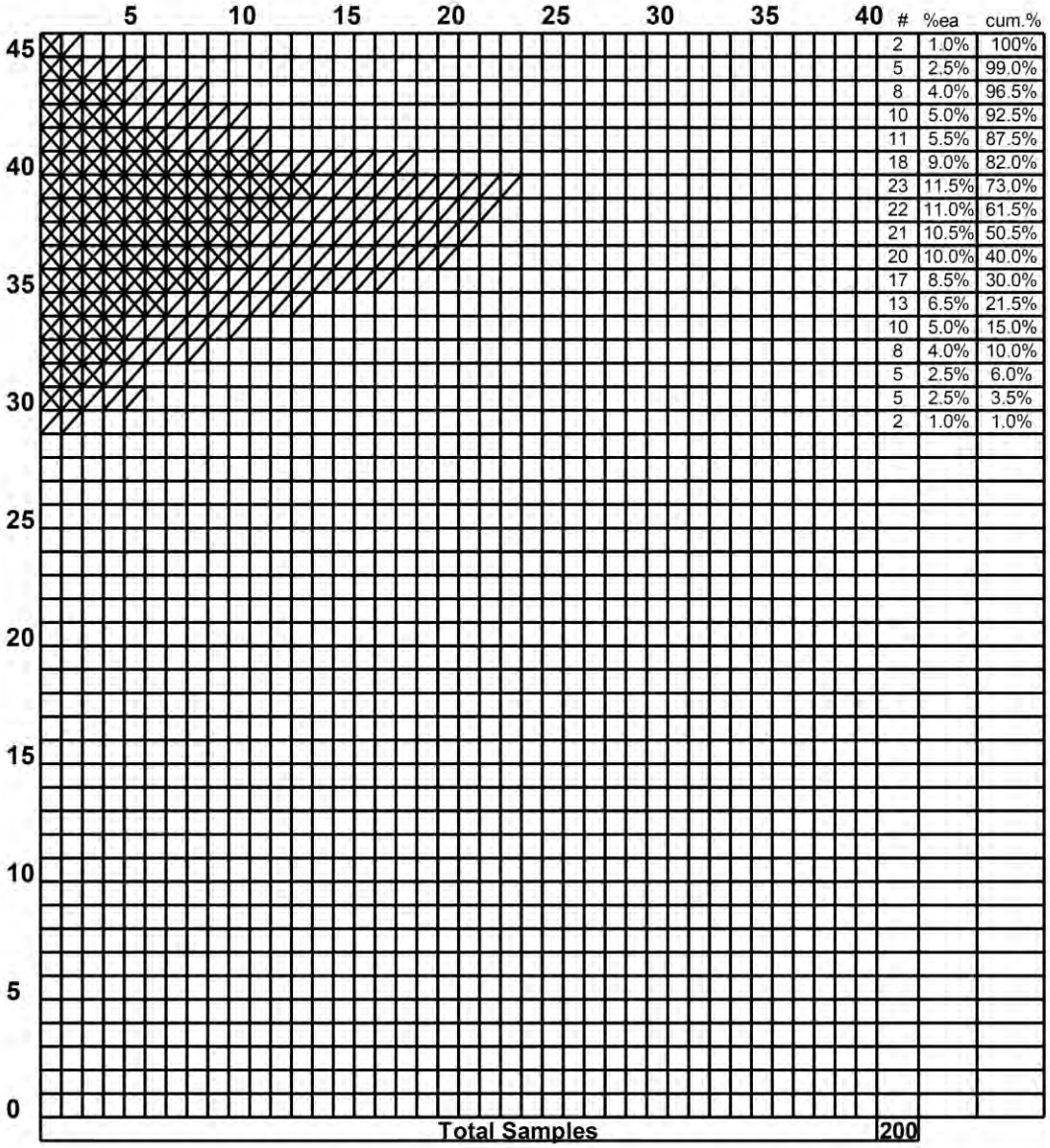
Public Works Department

Street Name: GARFIELD AVENUE

Limits: GRAVES AVENUE to EL REPETTO DRIVE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
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10	5.0%	92.5%
11	5.5%	87.5%
18	9.0%	82.0%
23	11.5%	73.0%
22	11.0%	61.5%
21	10.5%	50.5%
20	10.0%	40.0%
17	8.5%	30.0%
13	6.5%	21.5%
10	5.0%	15.0%
8	4.0%	10.0%
5	2.5%	6.0%
5	2.5%	3.5%
2	1.0%	1.0%

85th Percentile Speed:	40.5
50th Percentile Speed:	37.0
15th Percentile Speed:	33.0
10 MPH Pace:	33- 42
Number in Pace:	165
Percent in Pace:	82.5%

Date of Survey:	8/8/2024	Start Time:	9:00
Weather:	Clear	End Time:	10:00
Road Condition	Good	Posted Speed:	40
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Heavy Parking On-Street, Sidewalks, Bus Stops,Traffic Calming Side Stripes, Slow Cars Parking, Pedestrian		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: GARFIELD AVENUE
Limits: GRAVES AVENUE
EL REPETTO DRIVE

Field Observer BR
Checked By: JR
Date: 8/8/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	S/O Cecil St
85th Percentile	40.5
10 mph Pace	33 - 42
Percent in Pace	82.5%
Posted Speed Limit	40
B. Collision History	
Date Range 1/1/2020 To 12/31/2023 (4)	
Total Collisions	11
Collision Rate (Acc/MVM)	0.519
Expected Collision Rate	0.82
C. Traffic Factors	
Average Daily Traffic	24932
Length of Segment	3071
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Heavy Parking On-Street, Sidewalks, Bus Stops,Traffic Calming Side Stripes, Slow Cars Parking, Pedestrian Generators
Roadway Geometrics	Slopping Curve South of Maronde Way, S Curve N/O El Repetto
Comments	Recommended Speed Limit Per 85th% is 40 mph. Roadside Use and Roadway Geometrics Justify a 5 mph Reduction from 85th% Speed to 35 mph. Posted Speed Should be Changed to 35 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	SFDU/ MFDU
Posted Speed Limit	40
Speed Limit Change?	Yes
Revised Speed Limit	35

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 13

City of Monterey Park

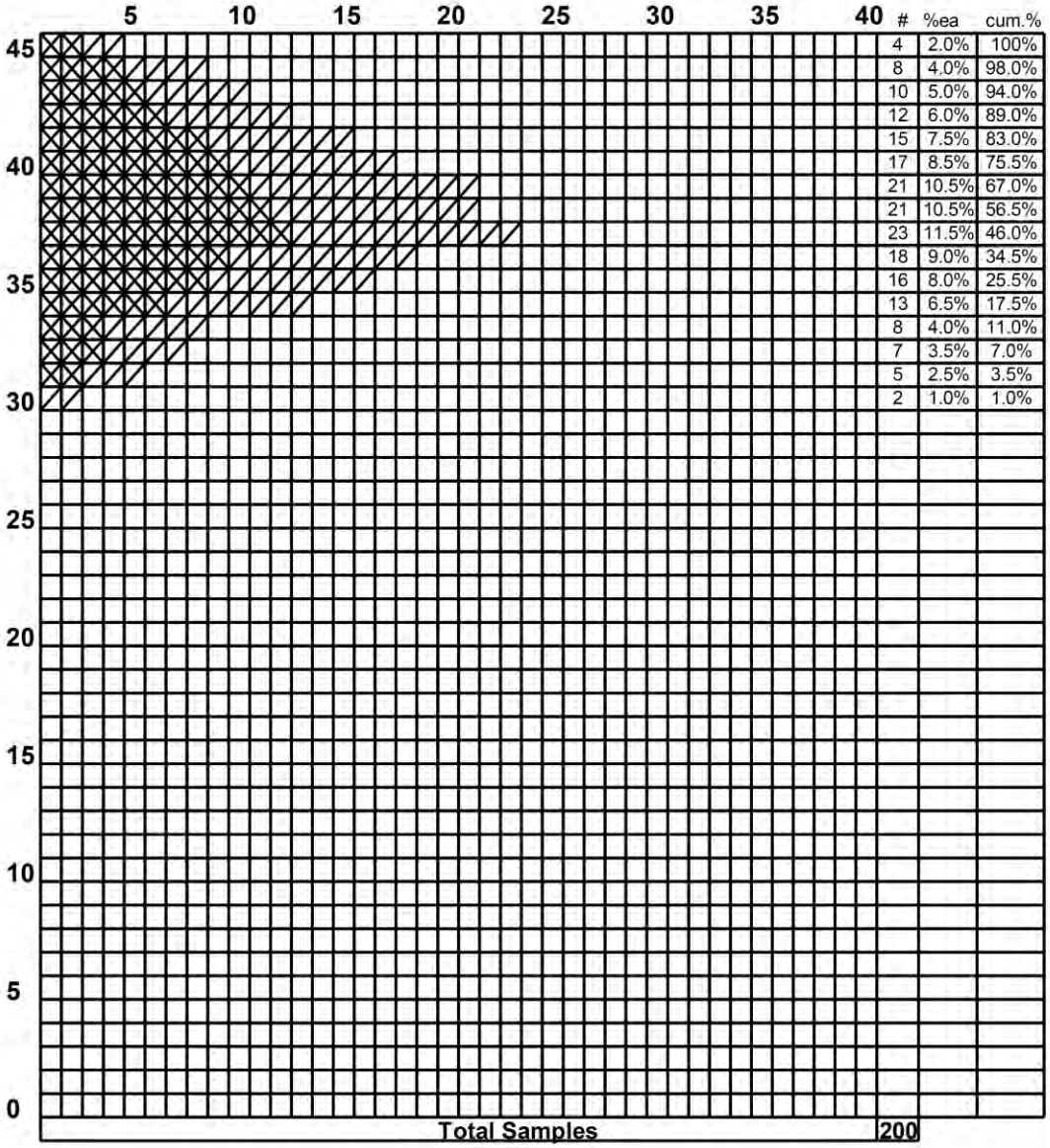
Public Works Department

Street Name: GARFIELD AVENUE

Limits: EL REPETTO DRIVE to RIGGIN STREET

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
4	2.0%	100%
8	4.0%	98.0%
10	5.0%	94.0%
12	6.0%	89.0%
15	7.5%	83.0%
17	8.5%	75.5%
21	10.5%	67.0%
21	10.5%	56.5%
23	11.5%	46.0%
18	9.0%	34.5%
16	8.0%	25.5%
13	6.5%	17.5%
8	4.0%	11.0%
7	3.5%	7.0%
5	2.5%	3.5%
2	1.0%	1.0%

85th Percentile Speed:	41.3
50th Percentile Speed:	37.4
15th Percentile Speed:	33.6
10 MPH Pace:	34- 43
Number in Pace:	166
Percent in Pace:	83.0%

Date of Survey:	8/8/2024	Start Time:	10:00
Weather:	Clear	End Time:	11:00
Road Condition	Good	Posted Speed:	40
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Parking On-Street, Sidewalks Both Sides, Park, Edison Plant, Private School, Churches, Pedestrian Generators,		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: GARFIELD AVENUE
Limits: EL REPETTO DRIVE
RIGGIN STREET

Field Observer BR
Checked By: JR
Date: 8/8/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	S/O Andrix St
85th Percentile	41.3
10 mph Pace	34 - 43
Percent in Pace	83.0%
Posted Speed Limit	40
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	14
Collision Rate (Acc/MVM)	0.513
Expected Collision Rate	0.82
C. Traffic Factors	
Average Daily Traffic	24992
Length of Segment	3944
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Parking On-Street, Sidewalks Both Sides, Park, Edison Plant, Private School, Churches, Pedestrian Generators, Large Prk, Middle School to the East at Elmgate
Roadway Geometrics	Horizontal Curves at Coral View, Arlight
Comments	Recommended Speed Limit Per 85th% is 40 mph. Roadside Use, Road Conditions, Pedestrian Generators Justify a 5 mph Reduction from 85th% Speed to 35 mph. Posted Speed Should be Changed to 35 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	SFDU/Edison Trails Park/Coml
Posted Speed Limit	40
Speed Limit Change?	Yes
Revised Speed Limit	35

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 14

City of Monterey Park

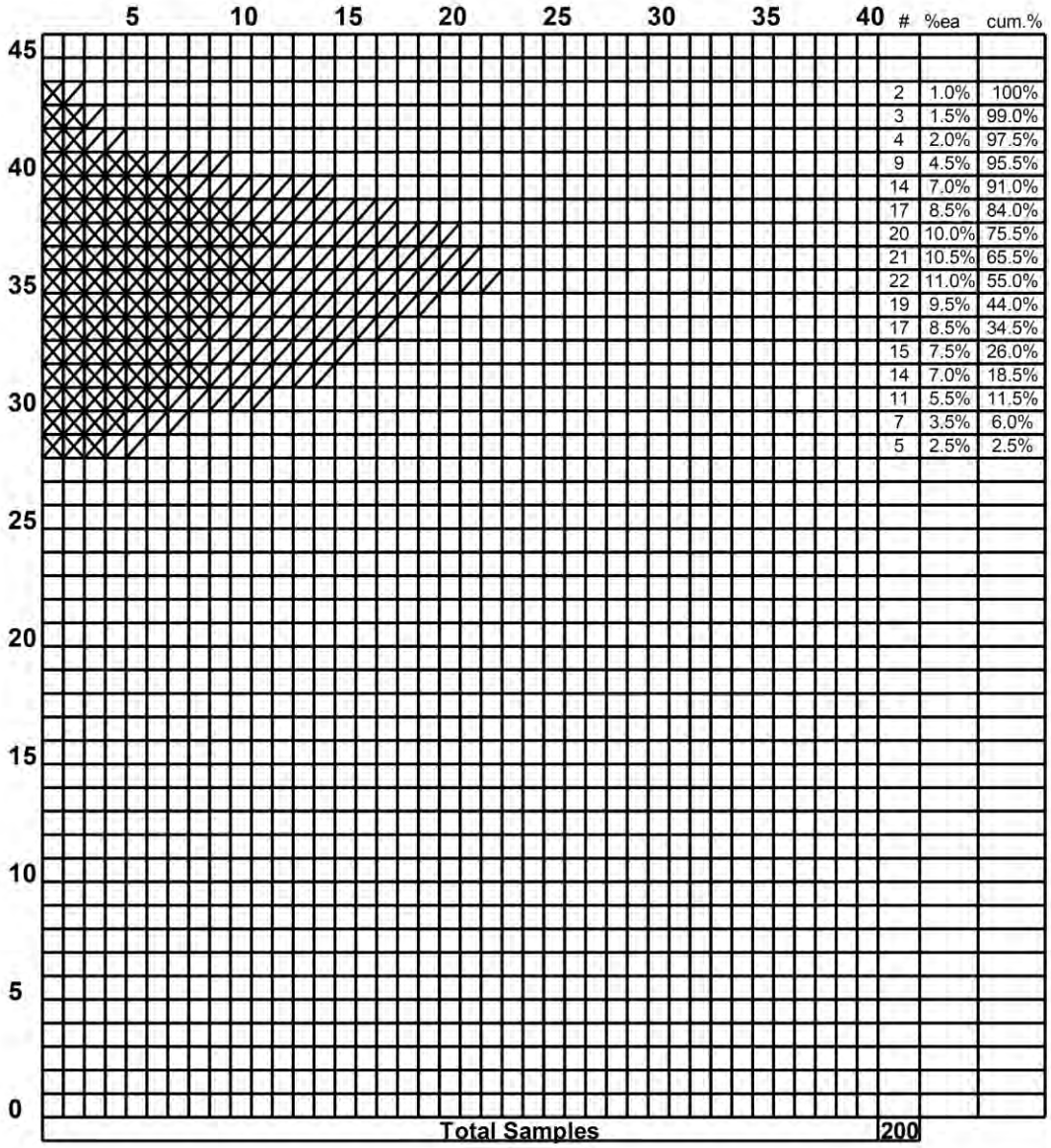
Public Works Department

Street Name: GARFIELD AVENUE

Limits: RIGGIN STREET to POMONA BOULEVARD

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
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3	1.5%	99.0%
4	2.0%	97.5%
9	4.5%	95.5%
14	7.0%	91.0%
17	8.5%	84.0%
20	10.0%	75.5%
21	10.5%	65.5%
22	11.0%	55.0%
19	9.5%	44.0%
17	8.5%	34.5%
15	7.5%	26.0%
14	7.0%	18.5%
11	5.5%	11.5%
7	3.5%	6.0%
5	2.5%	2.5%
Total Samples	200	

85th Percentile Speed:	38.1
50th Percentile Speed:	34.5
15th Percentile Speed:	30.5
10 MPH Pace:	30- 39
Number in Pace:	170
Percent in Pace:	85.0%

Date of Survey:	8/8/2024	Start Time:	11:00
Weather:	Clear	End Time:	12:00
Road Condition	Good	Posted Speed:	35
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Heavy On Street Parking, Pedestrian Signal, Lots of Small Business, Food, Parking Ticks		

DRAFT

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: GARFIELD AVENUE
Limits: RIGGIN STREET
POMONA BOULEVARD

Field Observer BR
Checked By: JR
Date: 8/8/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Fernfield Dr
85th Percentile	38.1
10 mph Pace	30 - 39
Percent in Pace	85.0%
Posted Speed Limit	35
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	14
Collision Rate (Acc/MVM)	2.114
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	20881
Length of Segment	1146
Lane Configuration	2 Lane with Raised Median
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Heavy On Street Parking, Pedestrian Signal, Lots of Small Business, Food, Parking Ticks
Roadway Geometrics	
Comments	Recommended Speed Limit Per 85th% is 40 mph. The Speed Limit May be Rounded Down to the Nearest 5 mph Based on Roadway Conditions and Collision Rate. The Speed Limit Should Remain at 35 mph per CVC 21400.
E. Adjacent Land Use	Commercial/Office
Posted Speed Limit	35
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 15

City of Monterey Park

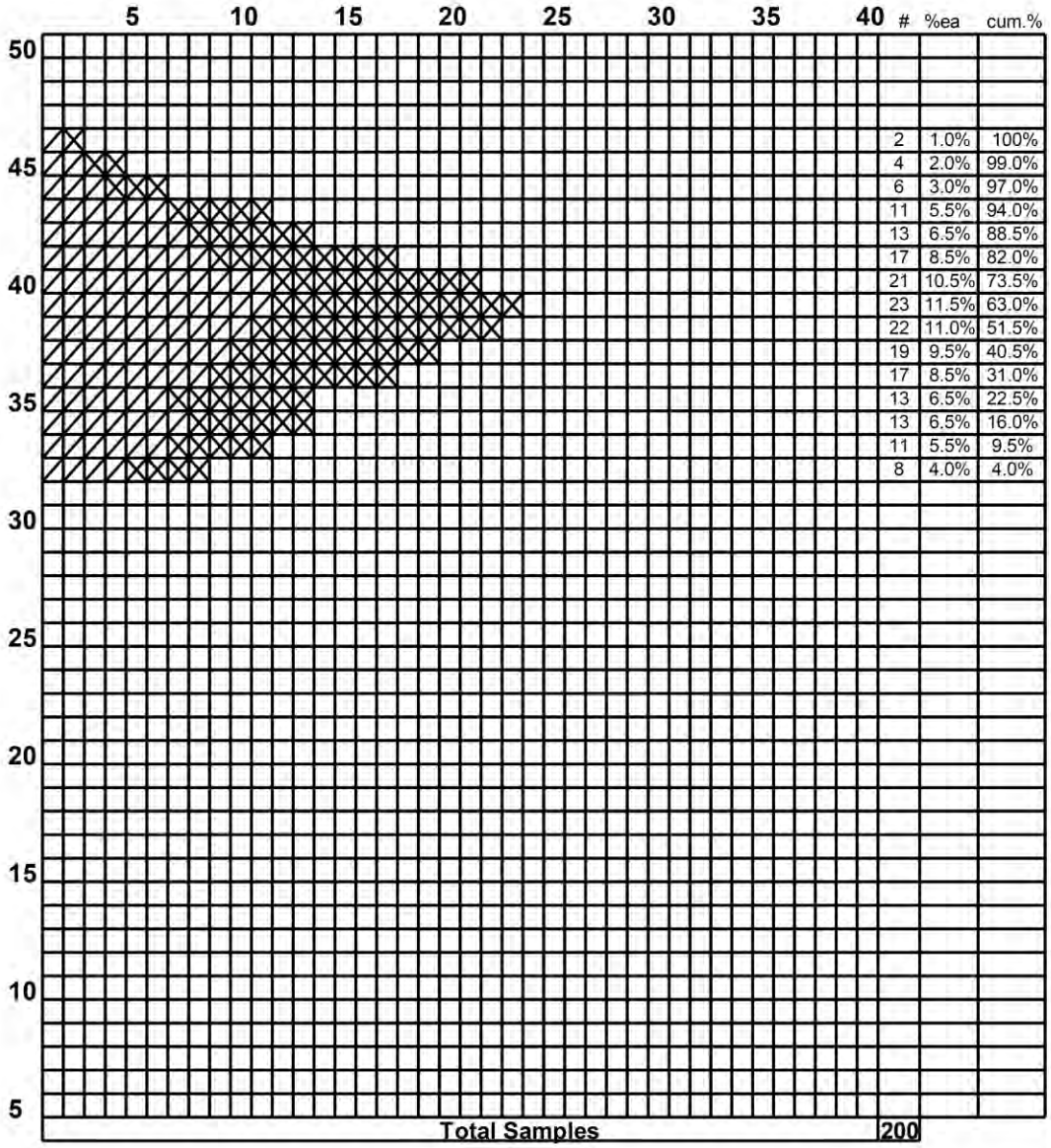
Public Works Department

Street Name: GARVEY AVENUE

Limits: CASUDA CANYON DRIVE to FREMONT AVENUE

Radar Survey Sheet

X=West /=East



#	%ea	cum.%
2	1.0%	100%
4	2.0%	99.0%
6	3.0%	97.0%
11	5.5%	94.0%
13	6.5%	88.5%
17	8.5%	82.0%
21	10.5%	73.5%
23	11.5%	63.0%
22	11.0%	51.5%
19	9.5%	40.5%
17	8.5%	31.0%
13	6.5%	22.5%
13	6.5%	16.0%
11	5.5%	9.5%
8	4.0%	4.0%

85th Percentile Speed:	41.5
50th Percentile Speed:	37.9
15th Percentile Speed:	33.8
10 MPH Pace:	33- 42
Number in Pace:	169
Percent in Pace:	84.5%

Date of Survey:	8/8/2024	Start Time:	2:00
Weather:	Clear	End Time:	3:00
Road Condition	Good	Posted Speed:	40
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Heavy On Street Parking, Bus Stops, Sidewalks Both Sides,Areas of No Parking. Large Church, Low Access		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: GARVEY AVENUE
Limits: CASUDA CANYON DRIVE
FREMONT AVENUE

Field Observer BR
Checked By: JR
Date: 8/8/2024

Factors	Direction: East/West
A. Prevailing Speed Data	
Location of Survey	East of Casuda Canyon Dr
85th Percentile	41.5
10 mph Pace	33 - 42
Percent in Pace	84.5%
Posted Speed Limit	40
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	1
Collision Rate (Acc/MVM)	0.118
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	12028
Length of Segment	2537
Lane Configuration	2 Lane with Raised Median
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Heavy On Street Parking, Bus Stops, Sidewalks Both Sides,Areas of No Parking. Large Church, Low Access
Roadway Geometrics	Horizontal Curve. Slight Vertical Curve East ot Casuda Canyon Dr
Comments	Posted Speed Limit is Set at 85th% Speed. Posted Speed Should Remain at 40 mph Per CVC 627 and 22350.
E. Adjacent Land Use	Single and Multi Family Residential
Posted Speed Limit	40
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 16

City of Monterey Park

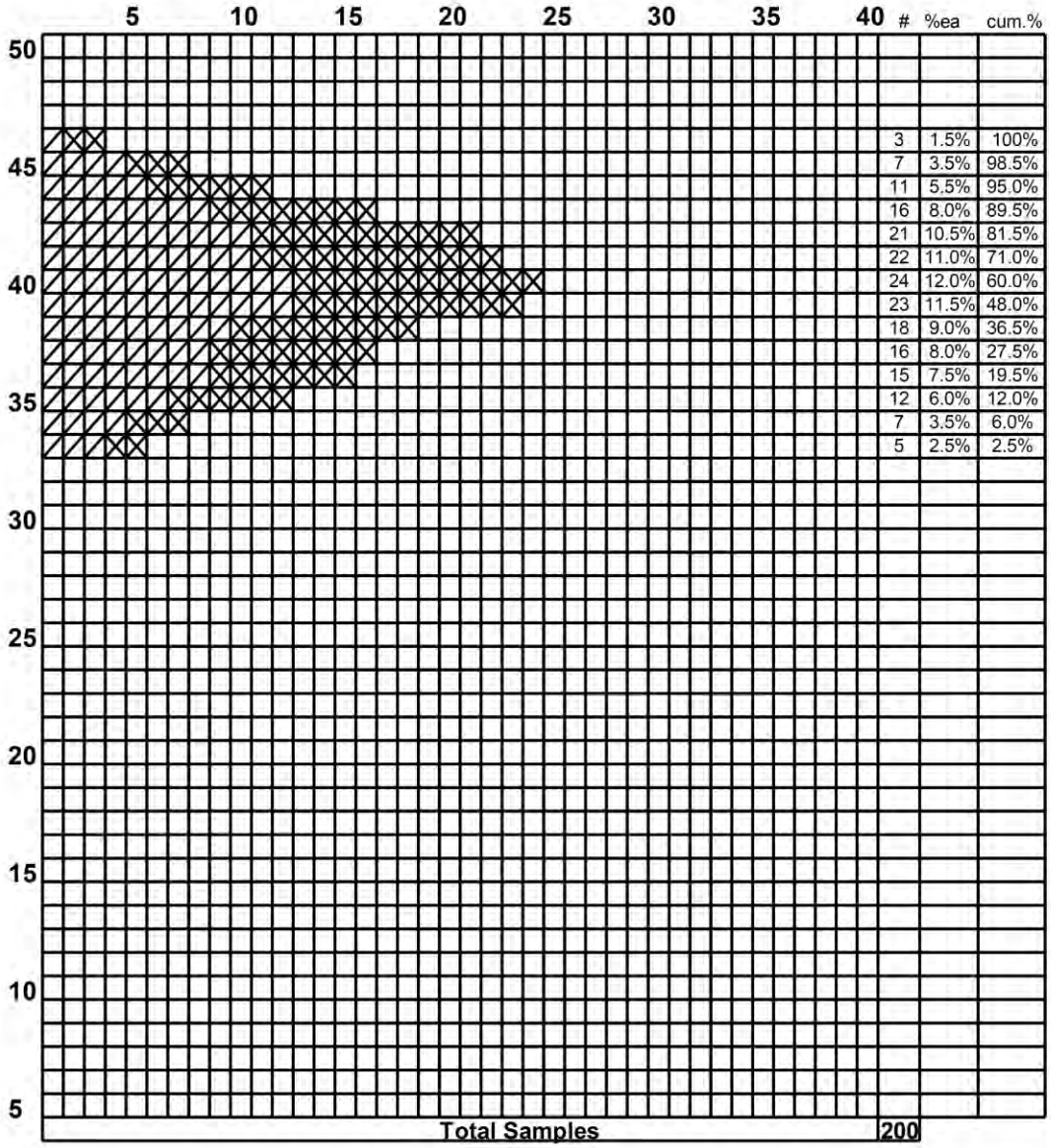
Public Works Department

Street Name: GARVEY AVENUE

Limits: FREMONT AVENUE to ATLANTIC BOULEVARD

Radar Survey Sheet

X=West /=East



#	%ea	cum.%
3	1.5%	100%
7	3.5%	98.5%
11	5.5%	95.0%
16	8.0%	89.5%
21	10.5%	81.5%
22	11.0%	71.0%
24	12.0%	60.0%
23	11.5%	48.0%
18	9.0%	36.5%
16	8.0%	27.5%
15	7.5%	19.5%
12	6.0%	12.0%
7	3.5%	6.0%
5	2.5%	2.5%

85th Percentile Speed:	42.4
50th Percentile Speed:	39.2
15th Percentile Speed:	35.4
10 MPH Pace:	35- 44
Number in Pace:	178
Percent in Pace:	89.0%

Date of Survey:	8/14/2024	Start Time:	9:00
Weather:	Clear	End Time:	10:00
Road Condition	Good	Posted Speed:	40
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Parking on SS in Front of MFDU, Few Driveways on NS, Strip Commercial, Bus Stops		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: GARVEY AVENUE
Limits: FREMONT AVENUE
ATLANTIC BOULEVARD

Field Observer BR
Checked By: JR
Date: 8/14/2024

Factors	Direction: East/West
A. Prevailing Speed Data	
Location of Survey	East of Hitchcock Dr
85th Percentile	42.4
10 mph Pace	35 - 44
Percent in Pace	89.0%
Posted Speed Limit	40
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	8
Collision Rate (Acc/MVM)	0.382
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	21495
Length of Segment	3522
Lane Configuration	2 Lane with Raised Median
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Parking on SS in Front of MFDU, Few Driveways on NS, Strip Commercial, Bus Stops
Roadway Geometrics	Horizontal Curve
Comments	Posted Speed Limit is Set at 85th% Speed. Posted Speed Should Remain at 40 mph Per CVC 627 and 22350.
E. Adjacent Land Use	MFDU/Commercial
Posted Speed Limit	40
Speed Limit Change?	No
Revised Speed Limit	

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 17

City of Monterey Park

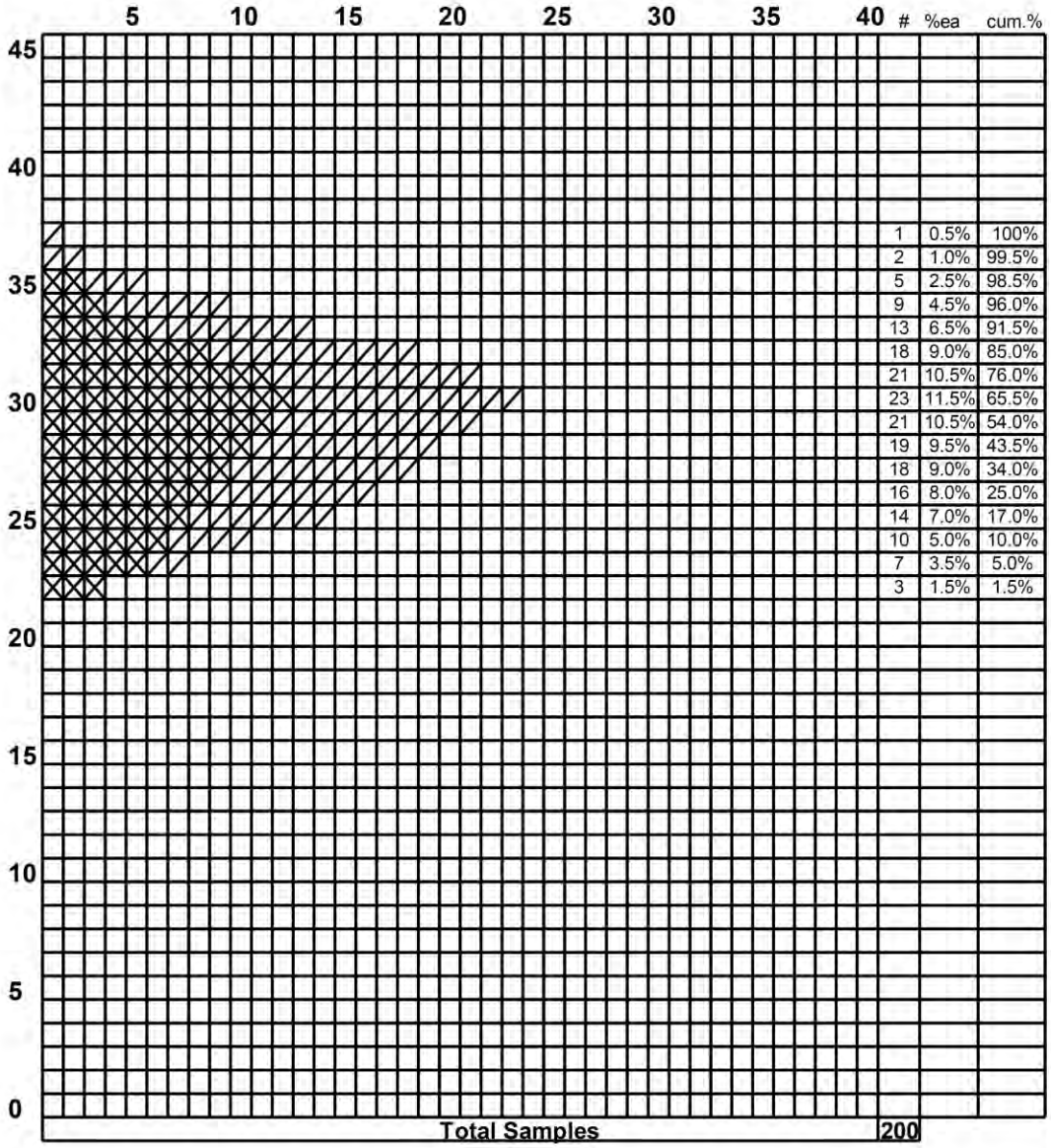
Public Works Department

Street Name: ORANGE AVENUE

Limits: GARVEY AVENUE to GRAVES AVENUE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
1	0.5%	100%
2	1.0%	99.5%
5	2.5%	98.5%
9	4.5%	96.0%
13	6.5%	91.5%
18	9.0%	85.0%
21	10.5%	76.0%
23	11.5%	65.5%
21	10.5%	54.0%
19	9.5%	43.5%
18	9.0%	34.0%
16	8.0%	25.0%
14	7.0%	17.0%
10	5.0%	10.0%
7	3.5%	5.0%
3	1.5%	1.5%
Total Samples		200

85th Percentile Speed:	32.0
50th Percentile Speed:	28.6
15th Percentile Speed:	24.7
10 MPH Pace:	24- 33
Number in Pace:	173
Percent in Pace:	86.5%

Date of Survey:	8/15/2024	Start Time:	11:00
Weather:	Cloudy	End Time:	12:00
Road Condition	Good	Posted Speed:	30
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Stops at Newmark Ave, Graves Ave, Heavy On-Street Parking, Residential Density, Pedestrians, Sidewalks Both		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ORANGE AVENUE
Limits: GARVEY AVENUE
GRAVES AVENUE

Field Observer BR
Checked By: JR
Date: 8/15/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Newmark Ave
85th Percentile	32.0
10 mph Pace	24 - 33
Percent in Pace	86.5%
Posted Speed Limit	30
B. Collision History	
Date Range 1/1/2020 To 12/31/2023 (4)	
Total Collisions	3
Collision Rate (Acc/MVM)	0.788
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	5266
Length of Segment	2613
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Stops at Newmark Ave, Graves Ave, Heavy On-Street Parking, Residential Density, Pedestrians, Sidewalks Both Sides
Roadway Geometrics	Lots of Residential Driveways, Slope
Comments	Recommended Speed Limit Per 85th% is 30 mph. Roadside Use and High Residential Density Justify a 5 mph Reduction from 85th% Speed to 25 mph. Posted Speed Should be Changed to 25 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	SFDU/MFDU/Coml at Ends
Posted Speed Limit	30
Speed Limit Change?	Yes
Revised Speed Limit	25

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 21

City of Monterey Park

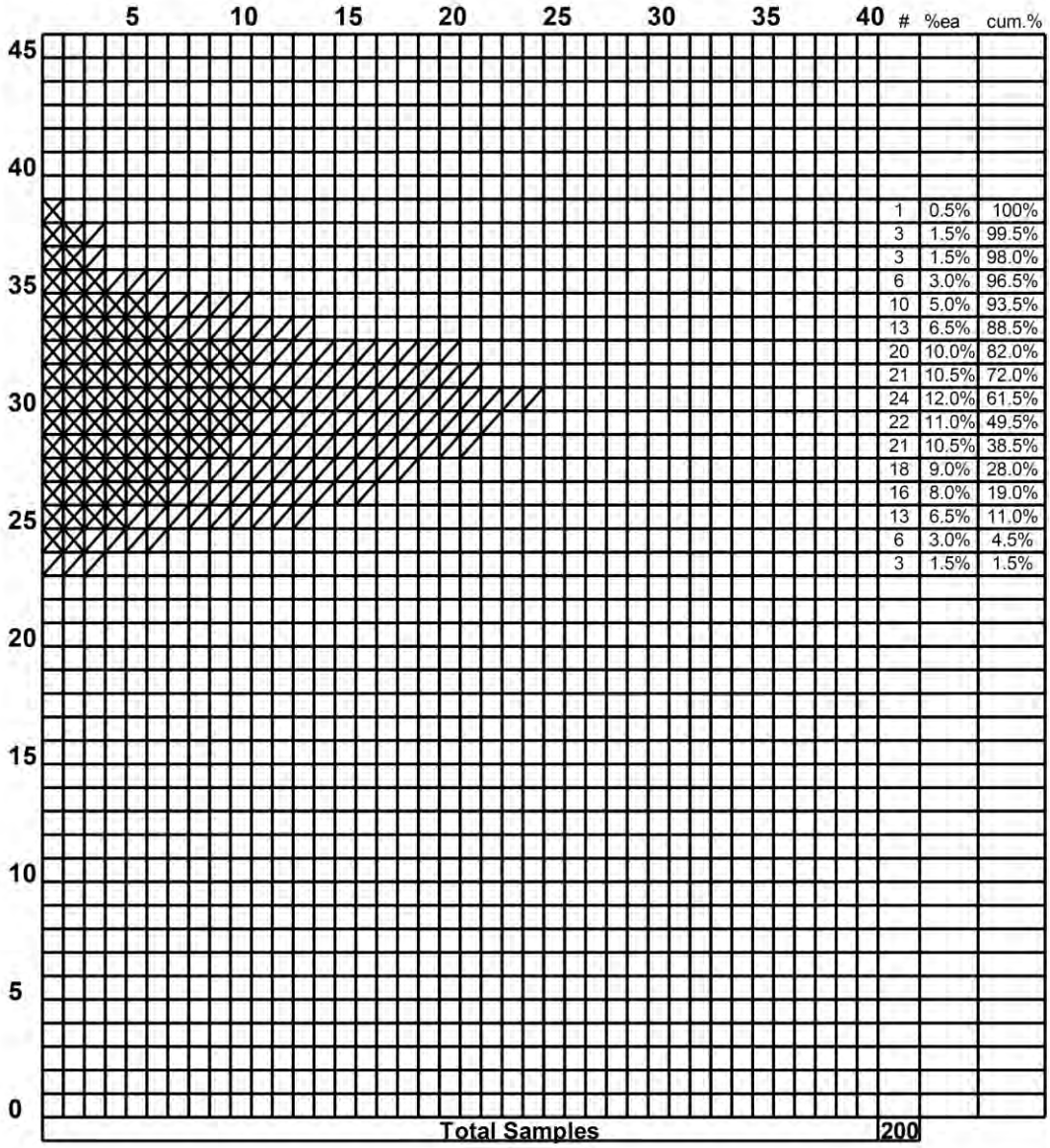
Public Works Department

Street Name: ORANGE AVENUE

Limits: GRAVES AVENUE to METRO DRIVE

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
1	0.5%	100%
3	1.5%	99.5%
3	1.5%	98.0%
6	3.0%	96.5%
10	5.0%	93.5%
13	6.5%	88.5%
20	10.0%	82.0%
21	10.5%	72.0%
24	12.0%	61.5%
22	11.0%	49.5%
21	10.5%	38.5%
18	9.0%	28.0%
16	8.0%	19.0%
13	6.5%	11.0%
6	3.0%	4.5%
3	1.5%	1.5%
Total Samples	200	

85th Percentile Speed:	32.5
50th Percentile Speed:	29.0
15th Percentile Speed:	25.5
10 MPH Pace:	25- 34
Number in Pace:	178
Percent in Pace:	89.0%

Date of Survey:	8/15/2024	Start Time:	12:00
Weather:	Clear	End Time:	1:00
Road Condition	Good	Posted Speed:	30
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Traffic Calming Side Stripes, Parking Both Side, Park with Peds Crossing, Pedestrian Collision		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ORANGE AVENUE
Limits: GRAVES AVENUE
METRO DRIVE

Field Observer BR
Checked By: JR
Date: 8/15/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Metro Dr
85th Percentile	32.5
10 mph Pace	25 - 34
Percent in Pace	89.0%
Posted Speed Limit	30
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	4
Collision Rate (Acc/MVM)	1.081
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	7823
Length of Segment	1709
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Traffic Calming Side Stripes, Parking Both Side, Park with Peds Crossing, Pedestrian Collision
Roadway Geometrics	Horizontal Curve and Vertical Incline South of Graves
Comments	Recommended Speed Limit Per 85th% is 30 mph. Roadside Use, Geometric Conditions and Pedestrian Generator Justify a 5 mph Reduction from 85th% Speed to 25 mph. Posted Speed Should be Changed to 25 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	SFDU/MFDU/Garvey Ranch Park
Posted Speed Limit	30
Speed Limit Change?	Yes
Revised Speed Limit	25

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 22

City of Monterey Park

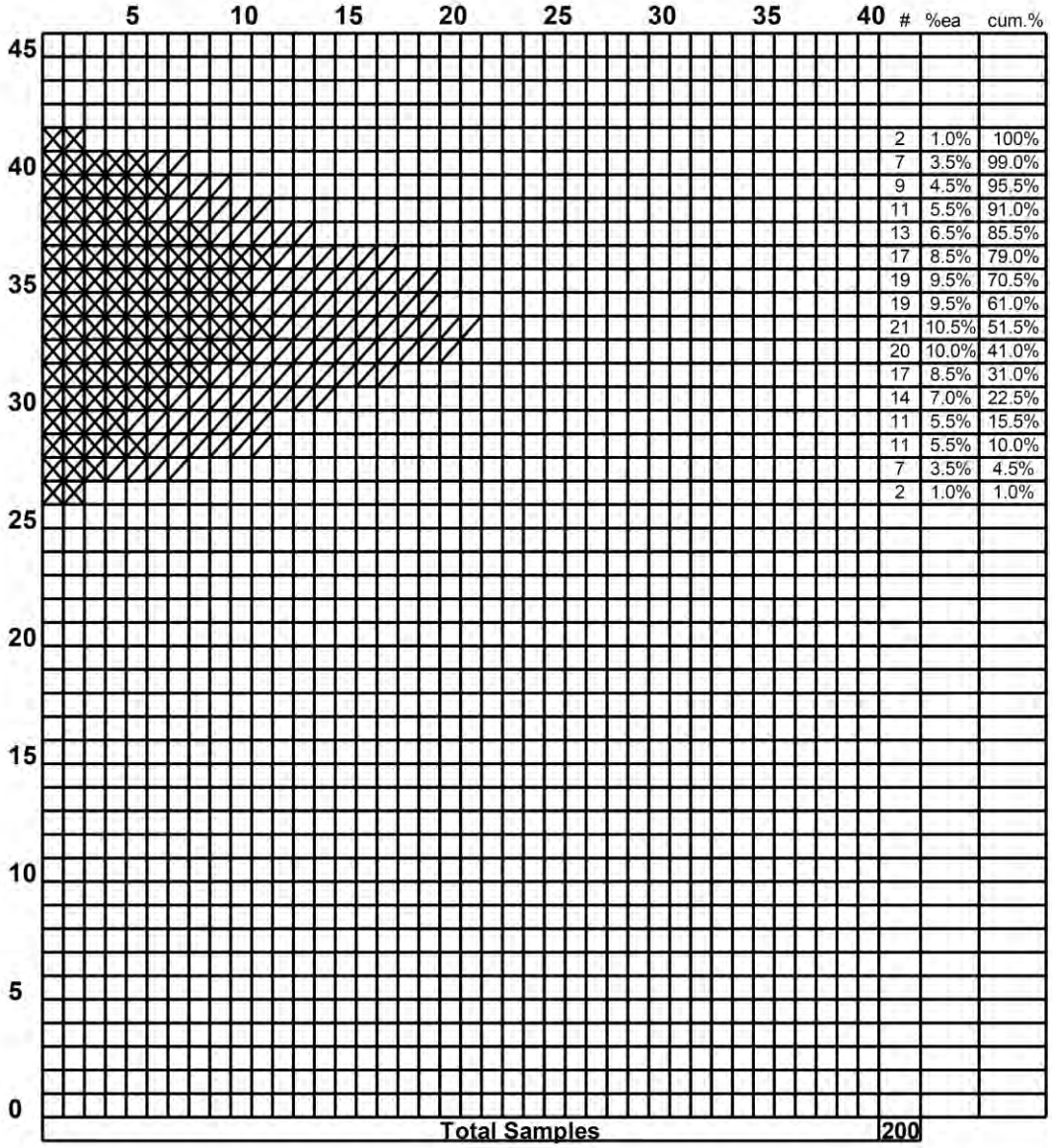
Public Works Department

Street Name: ORANGE AVENUE

Limits: METRO DRIVE to SATURN STREET

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
2	1.0%	100%
7	3.5%	99.0%
9	4.5%	95.5%
11	5.5%	91.0%
13	6.5%	85.5%
17	8.5%	79.0%
19	9.5%	70.5%
19	9.5%	61.0%
21	10.5%	51.5%
20	10.0%	41.0%
17	8.5%	31.0%
14	7.0%	22.5%
11	5.5%	15.5%
11	5.5%	10.0%
7	3.5%	4.5%
2	1.0%	1.0%
200		

85th Percentile Speed:	36.9
50th Percentile Speed:	32.9
15th Percentile Speed:	28.9
10 MPH Pace:	28- 37
Number in Pace:	162
Percent in Pace:	81.0%

Date of Survey:	8/15/2024	Start Time:	2:00
Weather:	Clear	End Time:	3:00
Road Condition	Good	Posted Speed:	35
Street Class.:	Secondary Arterial		
Observer: BR			
Conditions not Apparent:	Stop with School Crossing at Pepper St, Traffic Calming Side Stripes Metro to Pepper, Residential Driveways, Stop		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: ORANGE AVENUE
Limits: METRO DRIVE
SATURN STREET

Field Observer BR
Checked By: JR
Date: 8/15/2024

Factors	Direction: North/South
A. Prevailing Speed Data	
Location of Survey	N/O Ackley St
85th Percentile	36.9
10 mph Pace	28 - 37
Percent in Pace	81.0%
Posted Speed Limit	35
B. Collision History	
Date Range 1/1/2020 To 12/31/2023 (4)	
Total Collisions	2
Collision Rate (Acc/MVM)	0.32
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	5057
Length of Segment	4465
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
D. Conditions Not Readily Apparent	
Conditions	Stop with School Crossing at Pepper St, Traffic Calming Side Stripes Metro to Pepper, Residential Driveways, Stop at Ackley, Parking both Sides
Roadway Geometrics	Horizontal Curve and Slope with Limited Line of Sight
Comments	Recommended Speed Limit Per 85th% is 35 mph. Roadside Use and Roadway Geometrics Justify a 5 mph Reduction from 85th% Speed to 30 mph. Posted Speed Should be Changed to 30 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	SFDU/Hillcrest Ele School
Posted Speed Limit	35
Speed Limit Change?	Yes
Revised Speed Limit	30

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 23

City of Monterey Park

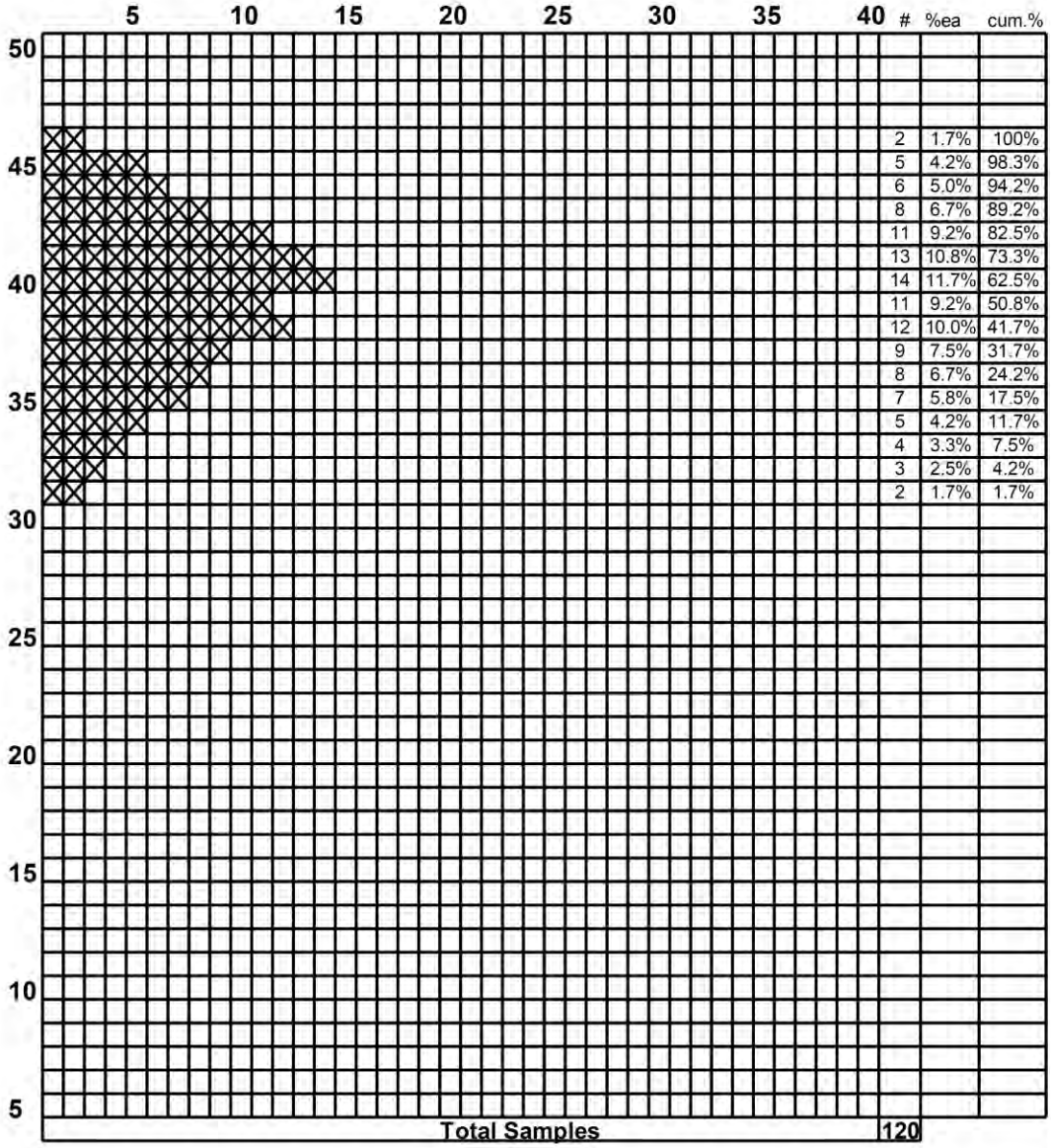
Public Works Department

Street Name: POMONA BOULEVARD

Limits: GERHART AVENUE to GARFIELD AVENUE

Radar Survey Sheet

X=West /=East



#	%ea	cum.%
2	1.7%	100%
5	4.2%	98.3%
6	5.0%	94.2%
8	6.7%	89.2%
11	9.2%	82.5%
13	10.8%	73.3%
14	11.7%	62.5%
11	9.2%	50.8%
12	10.0%	41.7%
9	7.5%	31.7%
8	6.7%	24.2%
7	5.8%	17.5%
5	4.2%	11.7%
4	3.3%	7.5%
3	2.5%	4.2%
2	1.7%	1.7%
Total Samples	120	

85th Percentile Speed:	42.4
50th Percentile Speed:	38.9
15th Percentile Speed:	34.6
10 MPH Pace:	35- 44
Number in Pace:	99
Percent in Pace:	82.5%

Date of Survey:	9/16/2024	Start Time:	9:00
Weather:	Cloudy	End Time:	10:00
Road Condition	Poor	Posted Speed:	40
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	No Parking Southside, Heavy Parking NS, Sidewalk NS Only, Freeway ROW SS, 25 School Zone, Bella Vista Ele		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: POMONA BOULEVARD
Limits: GERHART AVENUE
GARFIELD AVENUE

Field Observer BR
Checked By: JR
Date: 9/16/2024

Factors	Direction: West
A. Prevailing Speed Data	
Location of Survey	W/O Ferdinand Ave
85th Percentile	42.4
10 mph Pace	35 - 44
Percent in Pace	82.5%
Posted Speed Limit	40
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	9
Collision Rate (Acc/MVM)	0.312
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	24520
Length of Segment	4248
Lane Configuration	3 Lanes One Direction Westbound
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	No Parking Southside, Heavy Parking NS, Sidewalk NS Only, Freeway ROW SS, 25 School Zone, Bella Vista Ele School and Park
Roadway Geometrics	One Way Road - WB,(2) WB On Ramps to 60, 2 lanes E/O Gerhart
Comments	Recommended Speed Limit Per 85th% is 40 mph. Roadside Use, Pedestrian Generators Justify a 5 mph Reduction from 85th% Speed to 35 mph. Posted Speed Should be Changed to 35 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	MFDU/SFDU/ComI/Office/Bella Vista Park
Posted Speed Limit	40
Speed Limit Change?	Yes
Revised Speed Limit	35

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 24

City of Monterey Park

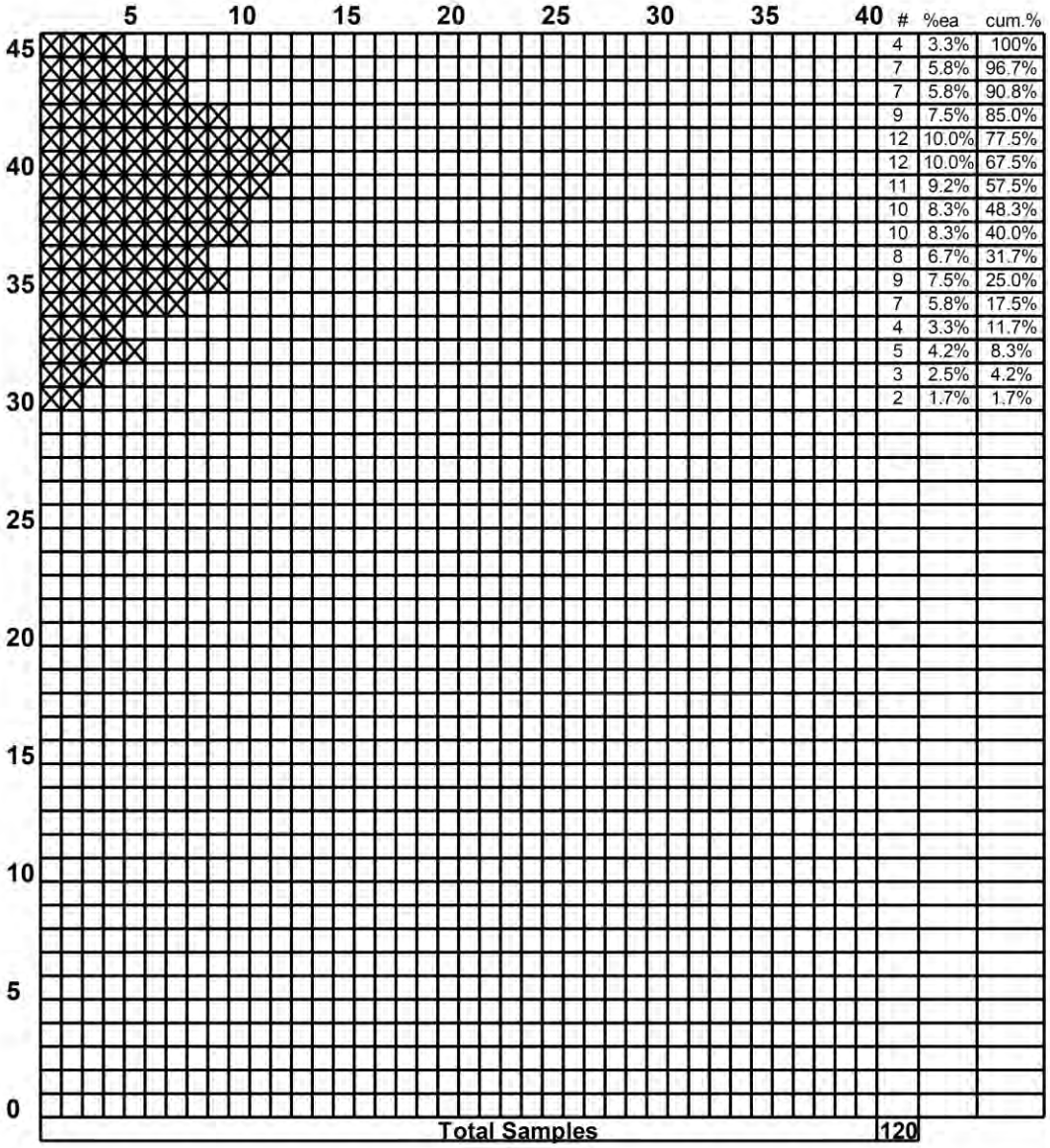
Public Works Department

Street Name: POMONA BOULEVARD

Limits: GARFIELD AVENUE to MARKLAND DRIVE

Radar Survey Sheet

X=West /=East



#	%ea	cum.%
4	3.3%	100%
7	5.8%	96.7%
7	5.8%	90.8%
9	7.5%	85.0%
12	10.0%	77.5%
12	10.0%	67.5%
11	9.2%	57.5%
10	8.3%	48.3%
10	8.3%	40.0%
8	6.7%	31.7%
9	7.5%	25.0%
7	5.8%	17.5%
4	3.3%	11.7%
5	4.2%	8.3%
3	2.5%	4.2%
2	1.7%	1.7%

85th Percentile Speed:	42.0
50th Percentile Speed:	38.2
15th Percentile Speed:	33.6
10 MPH Pace:	34- 43
Number in Pace:	95
Percent in Pace:	79.2%

Date of Survey:	9/16/2024	Start Time:	10:00
Weather:	Clear	End Time:	11:00
Road Condition	Fair to Good	Posted Speed:	40
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Truck Traffic, Congestion, Traffic Calming Side Stripes on NS Markland to Wilcox, Heavy Parking on NS, Sidewalk on		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: POMONA BOULEVARD
Limits: GARFIELD AVENUE
MARKLAND DRIVE

Field Observer BR
Checked By: JR
Date: 9/16/2024

Factors	Direction: West
A. Prevailing Speed Data	
Location of Survey	W/O Fulton Ave
85th Percentile	42.0
10 mph Pace	34 - 43
Percent in Pace	79.2%
Posted Speed Limit	40
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	12
Collision Rate (Acc/MVM)	0.603
Expected Collision Rate	1.69
C. Traffic Factors	
Average Daily Traffic	18997
Length of Segment	3783
Lane Configuration	3 Lanes One Direction Westbound
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Truck Traffic, Congestion, Traffic Calming Side Stripes on NS Markland to Wilcox, Heavy Parking on NS, Sidewalk on NS, Frwy ROW on SS, Coml Driveways
Roadway Geometrics	Horizontal Curve West of Markland Dr, One Way WB
Comments	Recommended Speed Limit Per 85th% is 40 mph. Roadside Use, Congestion with Truck Traffic Mixed with Residential Justify a 5 mph Reduction from 85th% Speed to 35 mph. Posted Speed Should be Changed to 35 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	SFDU/MFDU/Commercial
Posted Speed Limit	40
Speed Limit Change?	Yes
Revised Speed Limit	35

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 25

City of Monterey Park

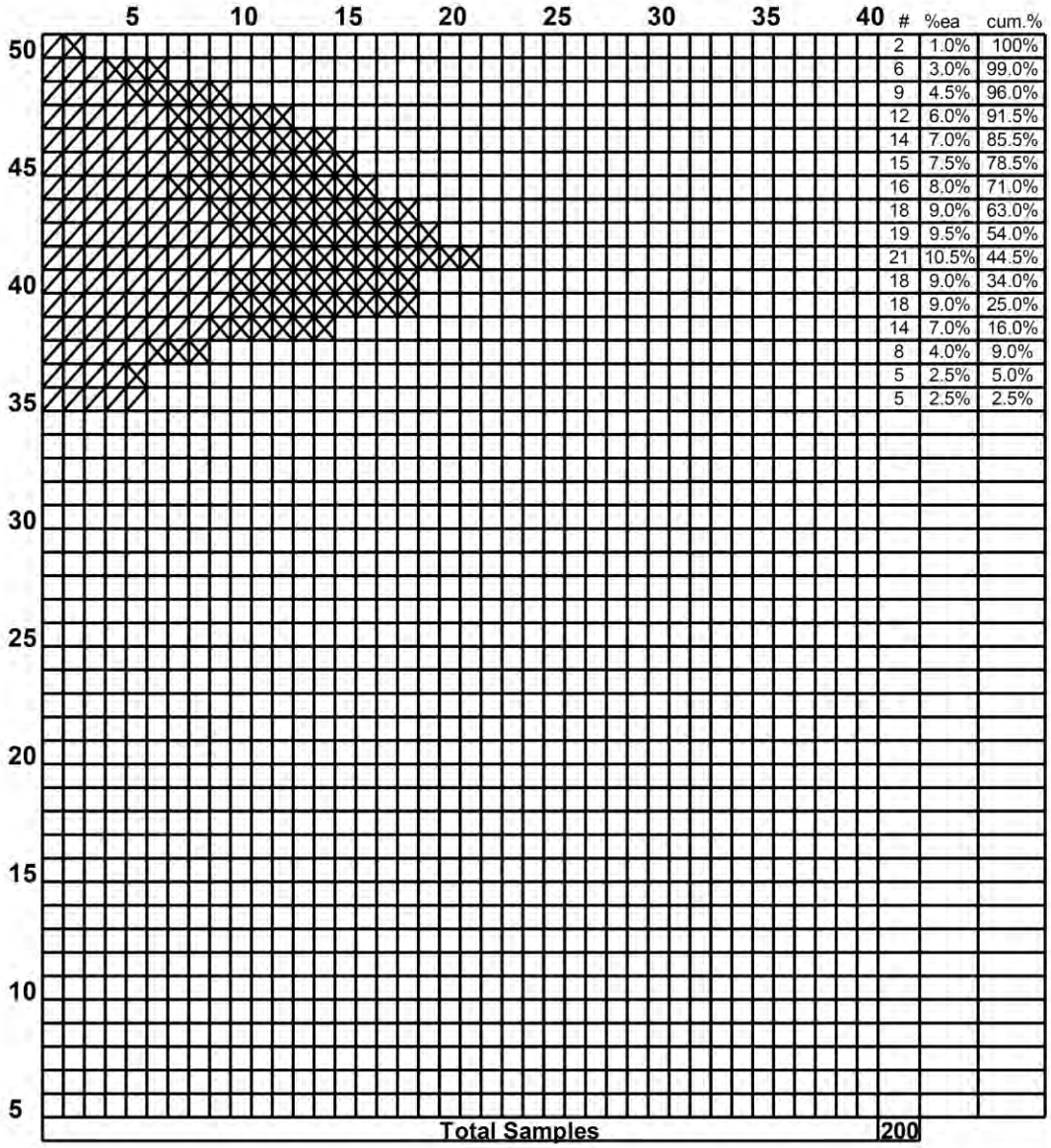
Public Works Department

Street Name: POTRERO GRANDE DRIVE

Limits: MARKLAND DRIVE to ARROYO DRIVE

Radar Survey Sheet

X=West /=East



#	%ea	cum.%
2	1.0%	100%
6	3.0%	99.0%
9	4.5%	96.0%
12	6.0%	91.5%
14	7.0%	85.5%
15	7.5%	78.5%
16	8.0%	71.0%
18	9.0%	63.0%
19	9.5%	54.0%
21	10.5%	44.5%
18	9.0%	34.0%
18	9.0%	25.0%
14	7.0%	16.0%
8	4.0%	9.0%
5	2.5%	5.0%
5	2.5%	2.5%

85th Percentile Speed:	45.9
50th Percentile Speed:	41.6
15th Percentile Speed:	37.9
10 MPH Pace:	38- 47
Number in Pace:	165
Percent in Pace:	82.5%

Date of Survey:	9/16/2024	Start Time:	12:00
Weather:	Clear	End Time:	1:00
Road Condition	Fair	Posted Speed:	45
Street Class.:	Principal Arterial		
Observer: BR			
Conditions not Apparent:	Wide Street, Bus Route, Cemetery SS, Sidewalk on NS and Intermittent on SS, Monterey Senior Village,Corporate		

City of Monterey Park
Engineering and Traffic Survey
Summary

Street: POTRERO GRANDE DRIVE
Limits: MARKLAND DRIVE
ARROYO DRIVE

Field Observer BR
Checked By: JR
Date: 9/16/2024

Factors	Direction: East/West
A. Prevailing Speed Data	
Location of Survey	E/O Saturn St
85th Percentile	45.9
10 mph Pace	38 - 47
Percent in Pace	82.5%
Posted Speed Limit	45
B. Collision History	
Date Range	1/1/2020 To 12/31/2023 (4)
Total Collisions	18
Collision Rate (Acc/MVM)	0.644
Expected Collision Rate	0.89
C. Traffic Factors	
Average Daily Traffic	15429
Length of Segment	6547
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classification	Principal Arterial
D. Conditions Not Readily Apparent	
Conditions	Wide Street, Bus Route, Cemetery SS, Sidewalk on NS and Intermittent on SS, Monterey Senior Village,Corporate Offices for Edison, Volk
Roadway Geometrics	Slight Vertical Curve East of Markland Dr
Comments	Recommended Speed Limit Per 85th% is 45 mph. Roadside Use, Speed of Adjacent Segments,Cross Traffic Justify a 5 mph Reduction from 85th% Speed to 40 mph. Posted Speed Should be Changed to 40 mph per CVC 627 and 22358.5.
E. Adjacent Land Use	MFDU/SFDU/Commercial/Office
Posted Speed Limit	45
Speed Limit Change?	Yes
Revised Speed Limit	40

Approved and Authorized for release by City of Monterey Park:

_____ _____
Date

Loc. # 26

SECTION 6: AVERAGE DAILY TRAFFIC (ADT) COUNTS

The following pages consist of the ADT count sheets for all segments.

The Average Daily Traffic (ADT) data was obtained from counts taken by a private traffic counting firm in August 2024. These counts were taken while school was in session.

ADT counts were taken by NDS Services.

National Data & Surveying Services
8370 Wilshire Blvd. Ste, 205
Beverly Hills, CA 90211
Tel (323) 782-0090
Fax (323)375-1666
www.ndsdata.com

Prepared by National Data & Surveying Services

VOLUME

N Alhambra Ave Bet E Hellman Ave & E Garvey Ave

Day: Tuesday
Date: 8/27/2024

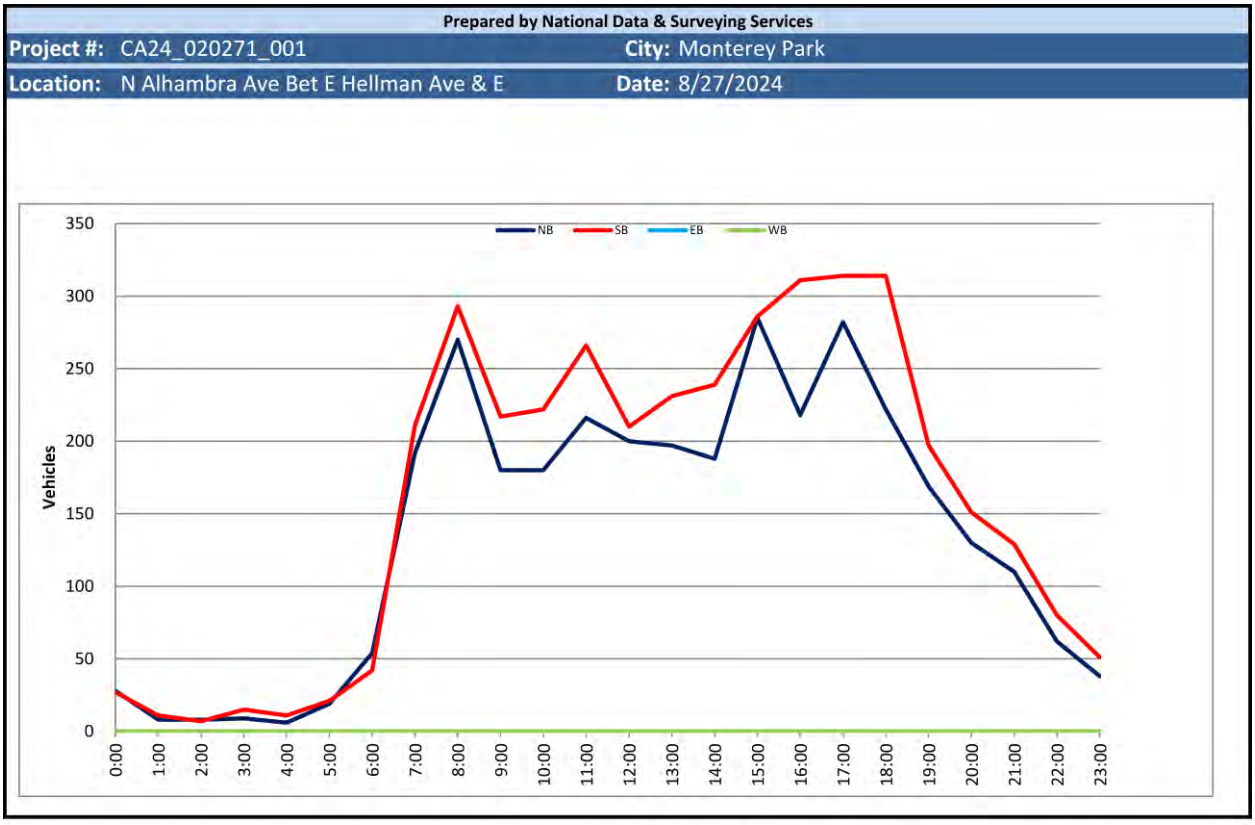
City: Monterey Park
Project #: CA24_020271_001

DAILY TOTALS	NB	SB	EB	WB	Total
	3,271	3,856	0	0	7,127

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	12		9				21		12:00	57		58				115	
0:15	6		5				11		12:15	43		55				98	
0:30	3		9				12		12:30	47		49				96	
0:45	7	28	4	27			11	55	12:45	53	200	48	210			101	410
1:00	1		3				4		13:00	46		56				102	
1:15	4		2				6		13:15	54		54				108	
1:30	0		3				3		13:30	54		65				119	
1:45	3	8	3	11			6	19	13:45	43	197	56	231			99	428
2:00	2		4				6		14:00	53		50				103	
2:15	4		2				6		14:15	37		55				92	
2:30	0		1				1		14:30	39		66				105	
2:45	2	8	0	7			2	15	14:45	59	188	68	239			127	427
3:00	2		4				6		15:00	59		66				125	
3:15	4		2				6		15:15	81		53				134	
3:30	0		3				3		15:30	74		67				141	
3:45	3	9	6	15			9	24	15:45	71	285	100	286			171	571
4:00	0		3				3		16:00	52		63				115	
4:15	2		2				4		16:15	59		75				134	
4:30	1		1				2		16:30	46		85				131	
4:45	3	6	5	11			8	17	16:45	61	218	88	311			149	529
5:00	2		2				4		17:00	54		71				125	
5:15	5		4				9		17:15	76		79				155	
5:30	7		6				13		17:30	79		94				173	
5:45	5	19	9	21			14	40	17:45	73	282	70	314			143	596
6:00	9		8				17		18:00	56		80				136	
6:15	9		14				23		18:15	57		92				149	
6:30	13		9				22		18:30	58		75				133	
6:45	23	54	11	42			34	96	18:45	51	222	67	314			118	536
7:00	18		26				44		19:00	45		65				110	
7:15	31		43				74		19:15	34		47				81	
7:30	61		72				133		19:30	34		45				79	
7:45	82	192	70	211			152	403	19:45	56	169	40	197			96	366
8:00	93		84				177		20:00	46		44				90	
8:15	80		91				171		20:15	27		34				61	
8:30	54		73				127		20:30	31		32				63	
8:45	43	270	45	293			88	563	20:45	26	130	41	151			67	281
9:00	46		54				100		21:00	34		42				76	
9:15	35		43				78		21:15	30		35				65	
9:30	42		54				96		21:30	21		30				51	
9:45	57	180	66	217			123	397	21:45	25	110	22	129			47	239
10:00	50		61				111		22:00	18		23				41	
10:15	44		56				100		22:15	18		21				39	
10:30	37		48				85		22:30	17		23				40	
10:45	49	180	57	222			106	402	22:45	9	62	13	80			22	142
11:00	44		76				120		23:00	19		15				34	
11:15	54		61				115		23:15	6		16				22	
11:30	55		74				129		23:30	4		11				15	
11:45	63	216	55	266			118	482	23:45	9	38	9	51			18	89
TOTALS		1170		1343				2513	TOTALS		2101		2513				4614
SPLIT %		46.6%		53.4%				35.3%	SPLIT %		45.5%		54.5%				64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,271	3,856	0	0	7,127

AM Peak Hour	7:30	7:45	7:30	PM Peak Hour	15:00	17:30	17:15
AM Pk Volume	316	318	633	PM Pk Volume	285	336	607
Pk Hr Factor	0.849	0.874	0.894	Pk Hr Factor	0.880	0.894	0.877
7 - 9 Volume	462	504	966	4 - 6 Volume	500	625	1125
7 - 9 Peak Hour	7:30	7:45	7:30	4 - 6 Peak Hour	17:00	16:45	16:45
7 - 9 Pk Volume	316	318	633	4 - 6 Pk Volume	282	332	602
Pk Hr Factor	0.849	0.874	0.894	Pk Hr Factor	0.892	0.883	0.870


Prepared by National Data & Surveying Services
Project #: CA24_020271_001
City: Monterey Park
Location: N Alhambra Ave Bet E Hellman Ave & E
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
350
300
250
200
150
100
50
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Alhambra Ave Bet E Garvey Ave & Graves Ave

Day: Tuesday
Date: 8/27/2024

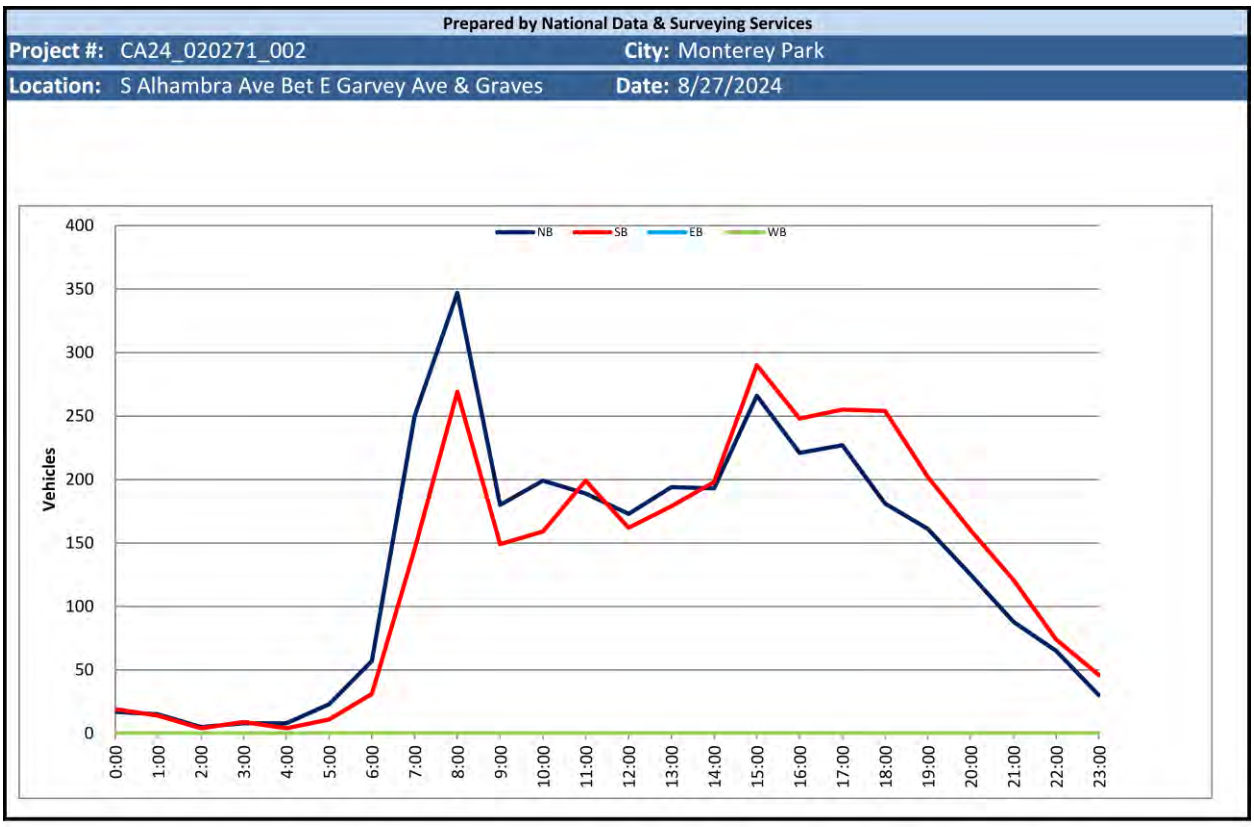
City: Monterey Park
Project #: CA24_020271_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,222	3,202	0	0	6,424

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	7		5				12		12:00	50		46				96	
0:15	3		6				9		12:15	36		38				74	
0:30	3		7				10		12:30	39		39				78	
0:45	4	17	1	19			5	36	12:45	48	173	39	162			87	335
1:00	2		6				8		13:00	53		46				99	
1:15	6		2				8		13:15	42		33				75	
1:30	1		3				4		13:30	48		49				97	
1:45	6	15	3	14			9	29	13:45	51	194	51	179			102	373
2:00	4		1				5		14:00	45		46				91	
2:15	0		1				1		14:15	46		45				91	
2:30	1		2				3		14:30	48		53				101	
2:45	0	5	0	4			0	9	14:45	54	193	54	198			108	391
3:00	3		2				5		15:00	54		56				110	
3:15	2		0				2		15:15	60		48				108	
3:30	0		2				2		15:30	97		73				170	
3:45	3	8	5	9			8	17	15:45	55	266	113	290			168	556
4:00	1		0				1		16:00	57		66				123	
4:15	2		1				3		16:15	55		56				111	
4:30	1		0				1		16:30	52		60				112	
4:45	4	8	3	4			7	12	16:45	57	221	66	248			123	469
5:00	3		0				3		17:00	48		67				115	
5:15	8		5				13		17:15	51		77				128	
5:30	8		1				9		17:30	66		64				130	
5:45	4	23	5	11			9	34	17:45	62	227	47	255			109	482
6:00	12		6				18		18:00	41		64				105	
6:15	4		5				9		18:15	52		78				130	
6:30	14		11				25		18:30	42		53				95	
6:45	27	57	9	31			36	88	18:45	46	181	59	254			105	435
7:00	25		18				43		19:00	43		59				102	
7:15	45		26				71		19:15	43		51				94	
7:30	85		52				137		19:30	31		43				74	
7:45	95	250	49	145			144	395	19:45	44	161	49	202			93	363
8:00	127		83				210		20:00	43		38				81	
8:15	102		80				182		20:15	31		39				70	
8:30	67		71				138		20:30	30		38				68	
8:45	51	347	35	269			86	616	20:45	21	125	45	160			66	285
9:00	44		31				75		21:00	22		32				54	
9:15	37		36				73		21:15	23		23				46	
9:30	50		38				88		21:30	20		39				59	
9:45	49	180	44	149			93	329	21:45	23	88	27	121			50	209
10:00	58		47				105		22:00	15		22				37	
10:15	51		37				88		22:15	16		10				26	
10:30	51		35				86		22:30	20		27				47	
10:45	39	199	40	159			79	358	22:45	14	65	15	74			29	139
11:00	42		52				94		23:00	8		12				20	
11:15	44		56				100		23:15	7		15				22	
11:30	57		48				105		23:30	8		12				20	
11:45	46	189	43	199			89	388	23:45	7	30	7	46			14	76
TOTALS		1298		1013				2311	TOTALS		1924		2189				4113
SPLIT %		56.2%		43.8%				36.0%	SPLIT %		46.8%		53.2%				64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,222	3,202	0	0	6,424

AM Peak Hour	7:30	7:45	7:45	PM Peak Hour	15:15	15:30	15:30
AM Pk Volume	409	283	674	PM Pk Volume	269	308	572
Pk Hr Factor	0.805	0.852	0.802	Pk Hr Factor	0.693	0.681	0.841
7 - 9 Volume	597	414	1011	4 - 6 Volume	448	503	951
7 - 9 Peak Hour	7:30	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	16:45
7 - 9 Pk Volume	409	283	674	4 - 6 Pk Volume	227	274	496
Pk Hr Factor	0.805	0.852	0.802	Pk Hr Factor	0.860	0.890	0.954


Prepared by National Data & Surveying Services
Project #: CA24_020271_002
City: Monterey Park
Location: S Alhambra Ave Bet E Garvey Ave & Graves
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
400
350
300
250
200
150
100
50
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

N Atlantic Blvd Bet W Hellman Ave & Garvey Ave

Day: Tuesday
Date: 8/27/2024

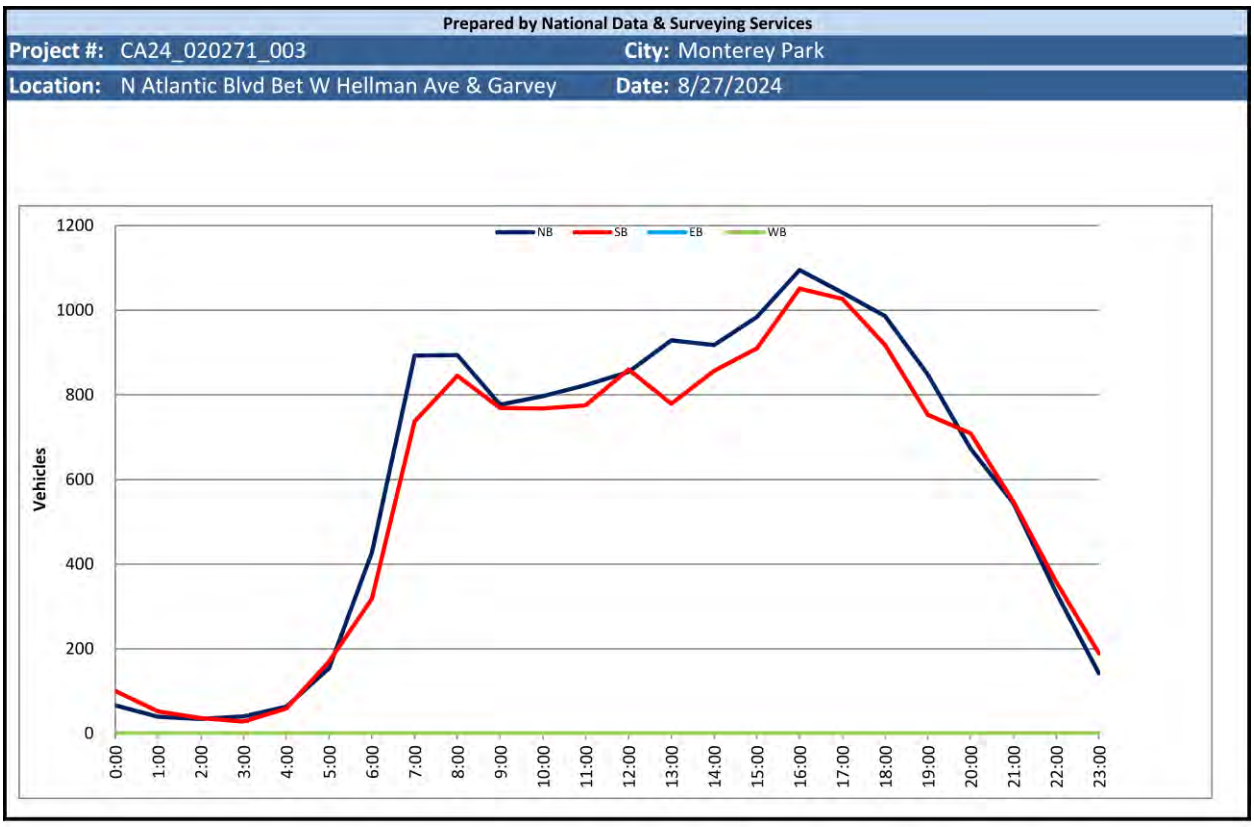
City: Monterey Park
Project #: CA24_020271_003

DAILY TOTALS	NB	SB	EB	WB	Total
	14,355	13,616	0	0	27,971

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	21		35				56		12:00	238		214				452	
0:15	18		24				42		12:15	203		201				404	
0:30	18		24				42		12:30	215		217				432	
0:45	9	66	17	100			26	166	12:45	198	854	228	860			426	1714
1:00	10		15				25		13:00	234		184				418	
1:15	9		13				22		13:15	221		208				429	
1:30	13		12				25		13:30	257		216				473	
1:45	7	39	12	52			19	91	13:45	217	929	171	779			388	1708
2:00	6		9				15		14:00	204		219				423	
2:15	8		9				17		14:15	220		203				423	
2:30	10		5				15		14:30	257		203				460	
2:45	10	34	13	36			23	70	14:45	237	918	232	857			469	1775
3:00	5		7				12		15:00	231		213				444	
3:15	14		8				22		15:15	243		237				480	
3:30	10		5				15		15:30	243		216				459	
3:45	11	40	8	28			19	68	15:45	267	984	244	910			511	1894
4:00	14		4				18		16:00	278		216				494	
4:15	16		8				24		16:15	280		274				554	
4:30	13		22				35		16:30	245		265				510	
4:45	20	63	25	59			45	122	16:45	292	1095	296	1051			588	2146
5:00	18		22				40		17:00	265		239				504	
5:15	47		35				82		17:15	260		285				545	
5:30	45		38				83		17:30	250		238				488	
5:45	44	154	75	170			119	324	17:45	267	1042	265	1027			532	2069
6:00	68		55				123		18:00	260		224				484	
6:15	90		70				160		18:15	269		261				530	
6:30	119		90				209		18:30	224		198				422	
6:45	150	427	103	318			253	745	18:45	233	986	235	918			468	1904
7:00	165		147				312		19:00	217		179				396	
7:15	211		137				348		19:15	237		216				453	
7:30	275		219				494		19:30	207		215				422	
7:45	242	893	234	737			476	1630	19:45	187	848	143	753			330	1601
8:00	286		202				488		20:00	194		179				373	
8:15	203		215				418		20:15	182		173				355	
8:30	209		235				444		20:30	159		208				367	
8:45	196	894	193	845			389	1739	20:45	138	673	149	709			287	1382
9:00	204		179				383		21:00	142		147				289	
9:15	194		170				364		21:15	167		136				303	
9:30	220		213				433		21:30	119		130				249	
9:45	159	777	207	769			366	1546	21:45	116	544	135	548			251	1092
10:00	206		178				384		22:00	117		115				232	
10:15	172		197				369		22:15	80		79				159	
10:30	211		189				400		22:30	62		98				160	
10:45	208	797	204	768			412	1565	22:45	74	333	66	358			140	691
11:00	230		175				405		23:00	54		56				110	
11:15	206		205				411		23:15	36		50				86	
11:30	185		219				404		23:30	26		48				74	
11:45	202	823	176	775			378	1598	23:45	26	142	35	189			61	331
TOTALS		5007		4657				9664	TOTALS		9348		8959				18307
SPLIT %		51.8%		48.2%				34.6%	SPLIT %		51.1%		48.9%				65.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,355	13,616	0	0	27,971

AM Peak Hour	7:15	7:45	7:30	PM Peak Hour	16:00	16:30	16:15
AM Pk Volume	1014	886	1876	PM Pk Volume	1095	1085	2156
Pk Hr Factor	0.886	0.943	0.949	Pk Hr Factor	0.938	0.916	0.917
7 - 9 Volume	1787	1582	3369	4 - 6 Volume	2137	2078	4215
7 - 9 Peak Hour	7:15	7:45	7:30	4 - 6 Peak Hour	16:00	16:30	16:15
7 - 9 Pk Volume	1014	886	1876	4 - 6 Pk Volume	1095	1085	2156
Pk Hr Factor	0.886	0.943	0.949	Pk Hr Factor	0.938	0.916	0.917


Prepared by National Data & Surveying Services
Project #: CA24_020271_003
City: Monterey Park
Location: N Atlantic Blvd Bet W Hellman Ave & Garvey
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Garvey Ave & Harding Ave

Day: Tuesday
Date: 8/27/2024

City: Monterey Park
Project #: CA24_020271_004

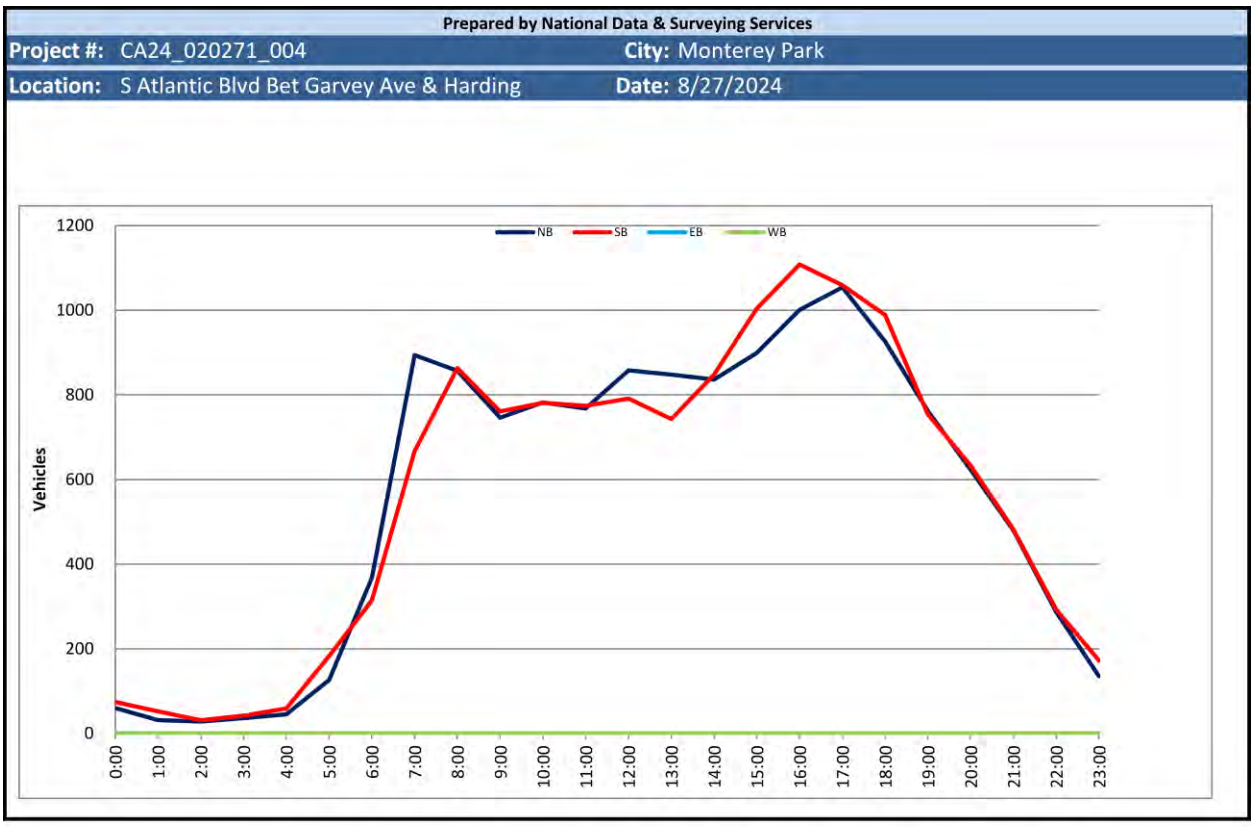
DAILY TOTALS	NB	SB	EB	WB	Total
	13,450	13,477	0	0	26,927

AM Period	NB		SB		EB	WB	TOTAL	
0:00	21		22				43	
0:15	16		20				36	
0:30	13		19				32	
0:45	10	60	13	74			23	134
1:00	8		14				22	
1:15	5		16				21	
1:30	9		12				21	
1:45	9	31	10	52			19	83
2:00	5		7				12	
2:15	5		7				12	
2:30	8		6				14	
2:45	10	28	11	31			21	59
3:00	8		9				17	
3:15	10		13				23	
3:30	7		8				15	
3:45	11	36	12	42			23	78
4:00	12		7				19	
4:15	12		7				19	
4:30	11		19				30	
4:45	10	45	26	59			36	104
5:00	14		23				37	
5:15	36		42				78	
5:30	38		44				82	
5:45	38	126	74	183			112	309
6:00	64		51				115	
6:15	79		68				147	
6:30	104		93				197	
6:45	121	368	102	314			223	682
7:00	169		117				286	
7:15	207		134				341	
7:30	280		193				473	
7:45	238	894	223	667			461	1561
8:00	255		213				468	
8:15	187		239				426	
8:30	205		238				443	
8:45	210	857	173	863			383	1720
9:00	210		171				381	
9:15	179		174				353	
9:30	194		215				409	
9:45	163	746	201	761			364	1507
10:00	209		195				404	
10:15	171		194				365	
10:30	205		184				389	
10:45	197	782	208	781			405	1563
11:00	216		187				403	
11:15	179		199				378	
11:30	190		207				397	
11:45	183	768	181	774			364	1542
TOTALS		4741		4601				9342
SPLIT %		50.7%		49.3%				34.7%

PM Period	NB		SB		EB	WB	TOTAL	
12:00	233		210				443	
12:15	217		188				405	
12:30	215		195				410	
12:45	193	858	198	791			391	1649
13:00	226		185				411	
13:15	207		184				391	
13:30	228		193				421	
13:45	187	848	181	743			368	1591
14:00	194		193				387	
14:15	179		196				375	
14:30	255		209				464	
14:45	208	836	250	848			458	1684
15:00	200		228				428	
15:15	230		255				485	
15:30	231		252				483	
15:45	238	899	269	1004			507	1903
16:00	218		264				482	
16:15	271		284				555	
16:30	238		265				503	
16:45	274	1001	295	1108			569	2109
17:00	259		257				516	
17:15	265		284				549	
17:30	251		252				503	
17:45	279	1054	266	1059			545	2113
18:00	233		255				488	
18:15	262		282				544	
18:30	194		225				419	
18:45	237	926	227	989			464	1915
19:00	206		193				399	
19:15	204		190				394	
19:30	165		221				386	
19:45	187	762	150	754			337	1516
20:00	180		185				365	
20:15	156		162				318	
20:30	148		158				306	
20:45	139	623	128	633			267	1256
21:00	127		129				256	
21:15	145		127				272	
21:30	104		106				210	
21:45	104	480	120	482			224	962
22:00	92		91				183	
22:15	72		74				146	
22:30	53		66				119	
22:45	70	287	62	293			132	580
23:00	58		53				111	
23:15	32		31				63	
23:30	20		50				70	
23:45	25	135	38	172			63	307
TOTALS		8709		8876				17585
SPLIT %		49.5%		50.5%				65.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	13,450	13,477	0	0	26,927

AM Peak Hour	7:15	7:45	7:30	PM Peak Hour	17:00	16:00	16:15
AM Pk Volume	980	913	1828	PM Pk Volume	1054	1108	2143
Pk Hr Factor	0.875	0.955	0.966	Pk Hr Factor	0.944	0.939	0.942
7 - 9 Volume	1751	1530	3281	4 - 6 Volume	2055	2167	4222
7 - 9 Peak Hour	7:15	7:45	7:30	4 - 6 Peak Hour	17:00	16:00	16:15
7 - 9 Pk Volume	980	913	1828	4 - 6 Pk Volume	1054	1108	2143
Pk Hr Factor	0.875	0.955	0.966	Pk Hr Factor	0.944	0.939	0.942


Prepared by National Data & Surveying Services
Project #: CA24_020271_004
City: Monterey Park
Location: S Atlantic Blvd Bet Garvey Ave & Harding
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Harding Ave & W El Repetto Dr

Day: Tuesday
Date: 8/27/2024

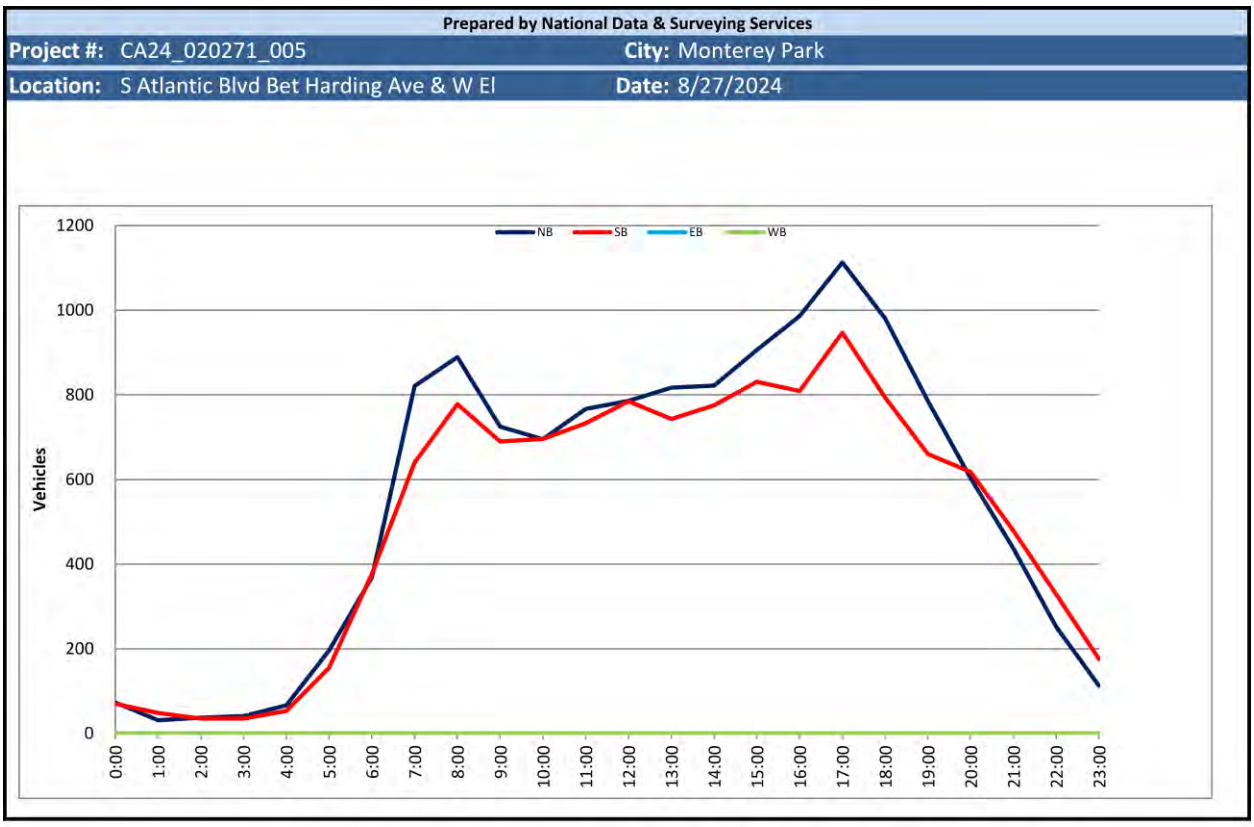
City: Monterey Park
Project #: CA24_020271_005

DAILY TOTALS	NB	SB	EB	WB	Total
	13,312	12,256	0	0	25,568

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	28		24				52		12:00	196		224				420	
0:15	14		12				26		12:15	212		202				414	
0:30	19		23				42		12:30	178		166				344	
0:45	12	73	11	70			23	143	12:45	200	786	193	785			393	1571
1:00	8		16				24		13:00	195		189				384	
1:15	6		16				22		13:15	207		204				411	
1:30	12		10				22		13:30	208		192				400	
1:45	5	31	6	48			11	79	13:45	207	817	158	743			365	1560
2:00	6		9				15		14:00	173		203				376	
2:15	7		7				14		14:15	209		187				396	
2:30	15		11				26		14:30	231		188				419	
2:45	9	37	8	35			17	72	14:45	209	822	197	775			406	1597
3:00	12		9				21		15:00	223		209				432	
3:15	7		12				19		15:15	199		220				419	
3:30	14		4				18		15:30	259		171				430	
3:45	8	41	10	35			18	76	15:45	225	906	231	831			456	1737
4:00	13		6				19		16:00	233		194				427	
4:15	11		12				23		16:15	243		181				424	
4:30	12		15				27		16:30	237		212				449	
4:45	30	66	20	53			50	119	16:45	273	986	222	809			495	1795
5:00	37		16				53		17:00	281		257				538	
5:15	55		34				89		17:15	262		246				508	
5:30	50		38				88		17:30	285		242				527	
5:45	54	196	67	155			121	351	17:45	285	1113	202	947			487	2060
6:00	62		67				129		18:00	277		215				492	
6:15	86		79				165		18:15	257		232				489	
6:30	90		105				195		18:30	217		184				401	
6:45	131	369	126	377			257	746	18:45	230	981	163	794			393	1775
7:00	154		122				276		19:00	223		160				383	
7:15	217		130				347		19:15	179		179				358	
7:30	213		178				391		19:30	203		164				367	
7:45	237	821	210	640			447	1461	19:45	181	786	157	660			338	1446
8:00	252		183				435		20:00	181		168				349	
8:15	231		206				437		20:15	149		164				313	
8:30	200		221				421		20:30	150		169				319	
8:45	206	889	168	778			374	1667	20:45	123	603	117	618			240	1221
9:00	159		146				305		21:00	122		132				254	
9:15	201		166				367		21:15	118		120				238	
9:30	202		167				369		21:30	95		117				212	
9:45	163	725	211	690			374	1415	21:45	102	437	110	479			212	916
10:00	173		174				347		22:00	96		103				199	
10:15	177		177				354		22:15	70		72				142	
10:30	173		175				348		22:30	36		75				111	
10:45	172	695	170	696			342	1391	22:45	50	252	79	329			129	581
11:00	221		195				416		23:00	30		65				95	
11:15	174		166				340		23:15	33		34				67	
11:30	175		197				372		23:30	20		44				64	
11:45	197	767	175	733			372	1500	23:45	30	113	33	176			63	289
TOTALS		4710		4310				9020	TOTALS		8602		7946				16548
SPLIT %		52.2%		47.8%				35.3%	SPLIT %		52.0%		48.0%				64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	13,312	12,256	0	0	25,568

AM Peak Hour	7:30	7:45	7:45	PM Peak Hour	17:00	16:45	16:45
AM Pk Volume	933	820	1740	PM Pk Volume	1113	967	2068
Pk Hr Factor	0.926	0.928	0.973	Pk Hr Factor	0.976	0.941	0.961
7 - 9 Volume	1710	1418	3128	4 - 6 Volume	2099	1756	3855
7 - 9 Peak Hour	7:30	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	16:45
7 - 9 Pk Volume	933	820	1740	4 - 6 Pk Volume	1113	967	2068
Pk Hr Factor	0.926	0.928	0.973	Pk Hr Factor	0.976	0.941	0.961


Prepared by National Data & Surveying Services
Project #: CA24_020271_005
City: Monterey Park
Location: S Atlantic Blvd Bet Harding Ave & W El
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet W El Repetto Dr & W Floral Dr

Day: Tuesday
Date: 8/27/2024

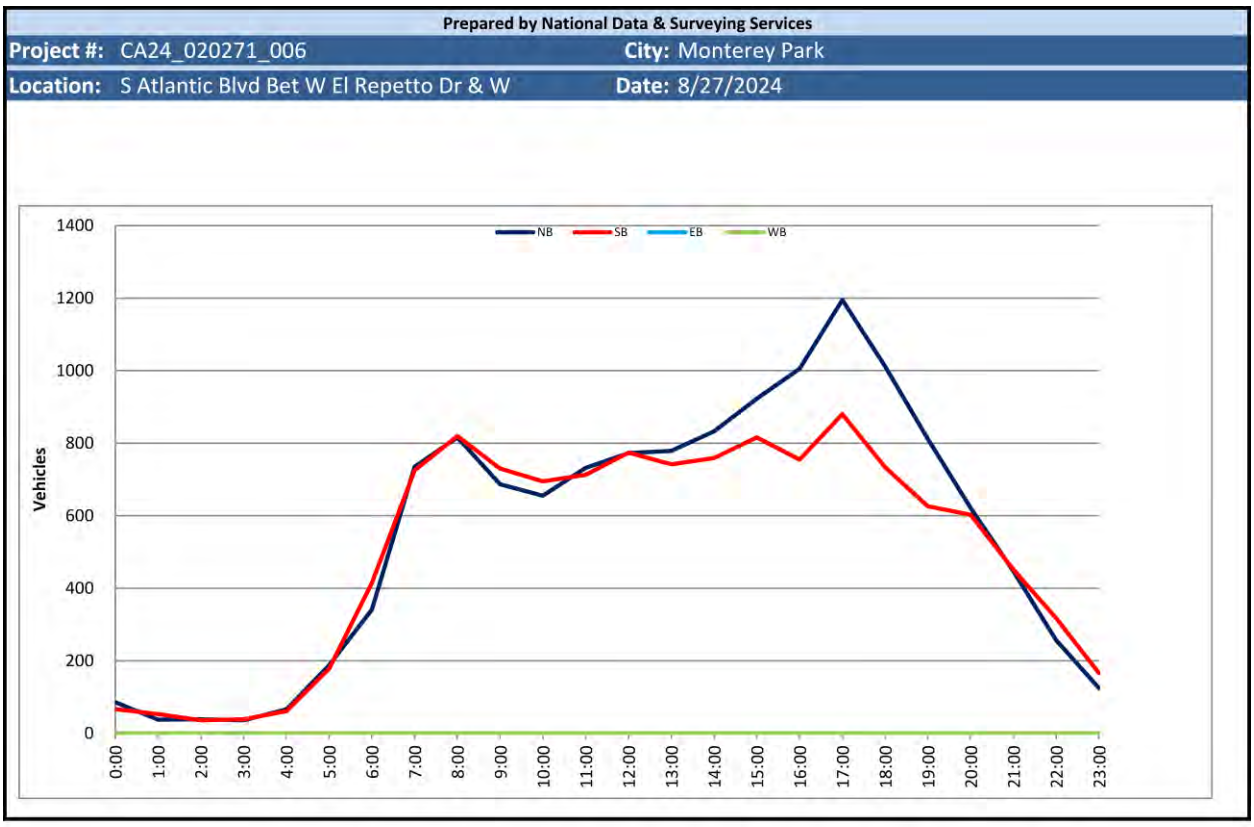
City: Monterey Park
Project #: CA24_020271_006

DAILY TOTALS	NB	SB	EB	WB	Total
	13,202	12,157	0	0	25,359

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	31		20				51		12:00	192		222				414	
0:15	20		14				34		12:15	202		198				400	
0:30	21		19				40		12:30	180		162				342	
0:45	14	86	14	67			28	153	12:45	199	773	192	774			391	1547
1:00	12		16				28		13:00	186		199				385	
1:15	8		17				25		13:15	198		199				397	
1:30	13		14				27		13:30	197		186				383	
1:45	5	38	6	53			11	91	13:45	198	779	158	742			356	1521
2:00	7		10				17		14:00	179		200				379	
2:15	9		6				15		14:15	202		181				383	
2:30	14		11				25		14:30	232		187				419	
2:45	9	39	9	36			18	75	14:45	220	833	191	759			411	1592
3:00	10		10				20		15:00	226		208				434	
3:15	7		14				21		15:15	200		217				417	
3:30	12		5				17		15:30	266		171				437	
3:45	7	36	10	39			17	75	15:45	231	923	220	816			451	1739
4:00	12		7				19		16:00	240		177				417	
4:15	9		16				25		16:15	243		162				405	
4:30	13		15				28		16:30	244		207				451	
4:45	32	66	23	61			55	127	16:45	278	1005	209	755			487	1760
5:00	33		18				51		17:00	294		238				532	
5:15	54		38				92		17:15	284		221				505	
5:30	48		47				95		17:30	310		228				538	
5:45	53	188	75	178			128	366	17:45	307	1195	193	880			500	2075
6:00	59		75				134		18:00	280		201				481	
6:15	80		88				168		18:15	265		215				480	
6:30	82		121				203		18:30	231		171				402	
6:45	120	341	131	415			251	756	18:45	236	1012	147	734			383	1746
7:00	145		135				280		19:00	234		159				393	
7:15	194		147				341		19:15	187		167				354	
7:30	176		203				379		19:30	208		152				360	
7:45	220	735	240	725			460	1460	19:45	183	812	148	626			331	1438
8:00	237		195				432		20:00	185		160				345	
8:15	198		217				415		20:15	150		163				313	
8:30	191		233				424		20:30	158		167				325	
8:45	190	816	175	820			365	1636	20:45	129	622	113	603			242	1225
9:00	152		161				313		21:00	123		131				254	
9:15	185		181				366		21:15	121		108				229	
9:30	191		169				360		21:30	99		112				211	
9:45	159	687	219	730			378	1417	21:45	104	447	101	452			205	899
10:00	161		174				335		22:00	94		98				192	
10:15	163		178				341		22:15	70		70				140	
10:30	167		175				342		22:30	41		75				116	
10:45	164	655	168	695			332	1350	22:45	52	257	75	318			127	575
11:00	210		186				396		23:00	31		61				92	
11:15	160		162				322		23:15	41		36				77	
11:30	171		191				362		23:30	21		38				59	
11:45	191	732	174	713			365	1445	23:45	32	125	31	166			63	291
TOTALS		4419		4532				8951	TOTALS		8783		7625				16408
SPLIT %		49.4%		50.6%				35.3%	SPLIT %		53.5%		46.5%				64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	13,202	12,157	0	0	25,359

AM Peak Hour	7:45	7:45	7:45	PM Peak Hour	17:00	16:45	17:00
AM Pk Volume	846	885	1731	PM Pk Volume	1195	896	2075
Pk Hr Factor	0.892	0.922	0.941	Pk Hr Factor	0.964	0.941	0.964
7 - 9 Volume	1551	1545	3096	4 - 6 Volume	2200	1635	3835
7 - 9 Peak Hour	7:45	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	846	885	1731	4 - 6 Pk Volume	1195	896	2075
Pk Hr Factor	0.892	0.922	0.941	Pk Hr Factor	0.964	0.941	0.964


Prepared by National Data & Surveying Services
Project #: CA24_020271_006
City: Monterey Park
Location: S Atlantic Blvd Bet W El Repetto Dr & W
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1400
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet W Floral Dr & W 1st St

Day: Tuesday
Date: 8/27/2024

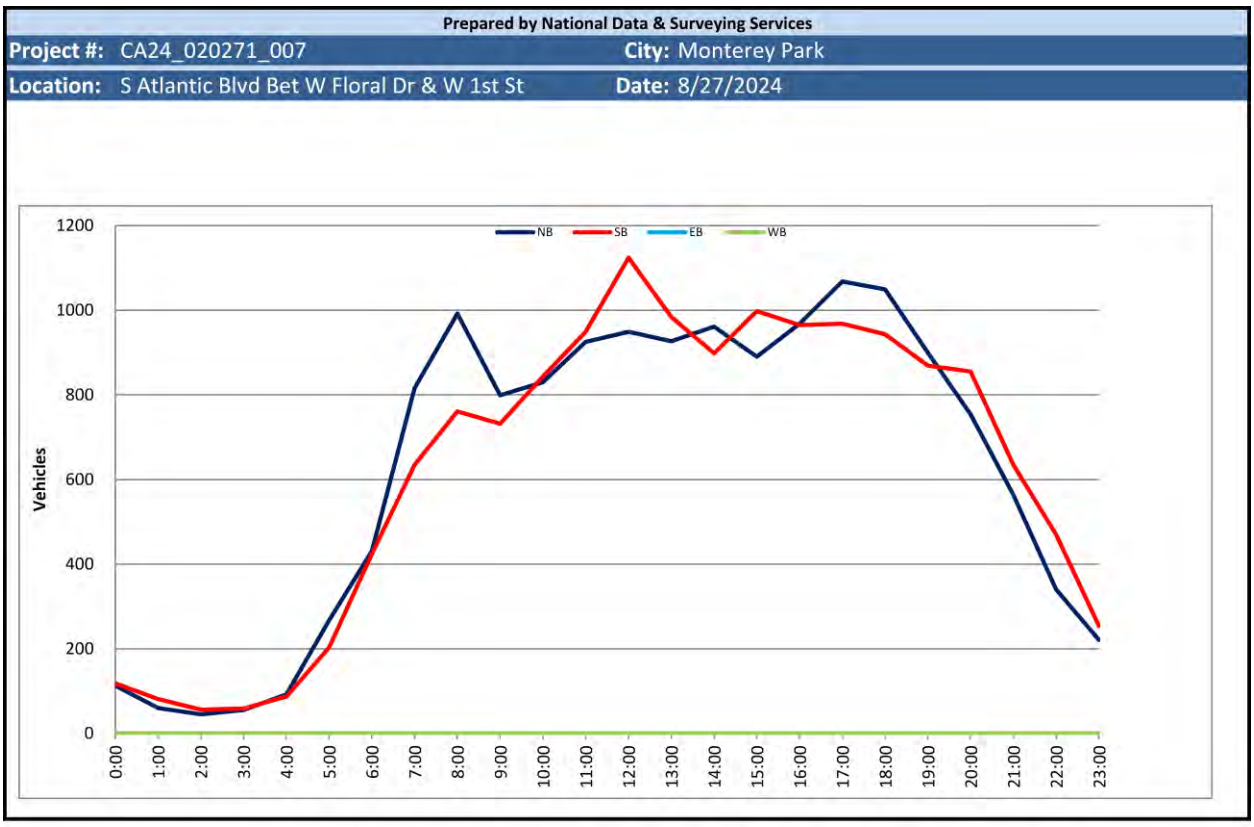
City: Monterey Park
Project #: CA24_020271_007

DAILY TOTALS	NB	SB	EB	WB	Total
	15,016	14,911	0	0	29,927

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	37		37				74		12:00	242		315				557	
0:15	31		24				55		12:15	212		290				502	
0:30	29		34				63		12:30	246		291				537	
0:45	16	113	23	118			39	231	12:45	249	949	228	1124			477	2073
1:00	14		22				36		13:00	229		266				495	
1:15	17		25				42		13:15	235		239				474	
1:30	19		22				41		13:30	242		263				505	
1:45	10	60	12	81			22	141	13:45	221	927	216	984			437	1911
2:00	5		13				18		14:00	239		251				490	
2:15	9		7				16		14:15	220		202				422	
2:30	20		15				35		14:30	253		239				492	
2:45	11	45	21	56			32	101	14:45	249	961	206	898			455	1859
3:00	11		14				25		15:00	228		263				491	
3:15	12		17				29		15:15	198		216				414	
3:30	14		12				26		15:30	234		275				509	
3:45	18	55	16	59			34	114	15:45	230	890	244	998			474	1888
4:00	14		19				33		16:00	251		241				492	
4:15	18		18				36		16:15	222		240				462	
4:30	22		19				41		16:30	241		249				490	
4:45	38	92	31	87			69	179	16:45	254	968	235	965			489	1933
5:00	44		27				71		17:00	247		267				514	
5:15	64		44				108		17:15	253		237				490	
5:30	71		55				126		17:30	268		270				538	
5:45	88	267	77	203			165	470	17:45	300	1068	194	968			494	2036
6:00	88		96				184		18:00	314		249				563	
6:15	96		85				181		18:15	248		251				499	
6:30	119		123				242		18:30	239		251				490	
6:45	128	431	120	424			248	855	18:45	248	1049	192	943			440	1992
7:00	173		135				308		19:00	236		235				471	
7:15	184		150				334		19:15	230		201				431	
7:30	232		178				410		19:30	238		213				451	
7:45	227	816	172	635			399	1451	19:45	196	900	220	869			416	1769
8:00	241		217				458		20:00	207		234				441	
8:15	246		150				396		20:15	178		217				395	
8:30	239		203				442		20:30	183		225				408	
8:45	266	992	191	761			457	1753	20:45	186	754	179	855			365	1609
9:00	213		170				383		21:00	171		192				363	
9:15	193		161				354		21:15	149		151				300	
9:30	203		203				406		21:30	126		160				286	
9:45	190	799	198	732			388	1531	21:45	118	564	132	635			250	1199
10:00	210		220				430		22:00	122		160				282	
10:15	214		208				422		22:15	83		94				177	
10:30	198		223				421		22:30	68		101				169	
10:45	208	830	192	843			400	1673	22:45	67	340	115	470			182	810
11:00	250		224				474		23:00	66		76				142	
11:15	198		204				402		23:15	47		71				118	
11:30	250		276				526		23:30	43		61				104	
11:45	227	925	245	949			472	1874	23:45	65	221	46	254			111	475
TOTALS		5425		4948				10373	TOTALS		9591		9963				19554
SPLIT %		52.3%		47.7%				34.7%	SPLIT %		49.0%		51.0%				65.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	15,016	14,911	0	0	29,927

AM Peak Hour	8:00	11:45	11:45	PM Peak Hour	17:15	12:00	17:30
AM Pk Volume	992	1141	2068	PM Pk Volume	1135	1124	2094
Pk Hr Factor	0.932	0.906	0.928	Pk Hr Factor	0.904	0.892	0.930
7 - 9 Volume	1808	1396	3204	4 - 6 Volume	2036	1933	3969
7 - 9 Peak Hour	8:00	8:00	8:00	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	992	761	1753	4 - 6 Pk Volume	1068	1009	2036
Pk Hr Factor	0.932	0.877	0.957	Pk Hr Factor	0.890	0.934	0.946


Prepared by National Data & Surveying Services
Project #: CA24_020271_007
City: Monterey Park
Location: S Atlantic Blvd Bet W Floral Dr & W 1st St
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Avenida Cesar Chavez Bet West City Limit & S Atlantic Blvd

Day: Tuesday
Date: 8/27/2024

City: Monterey Park
Project #: CA24_020271_008

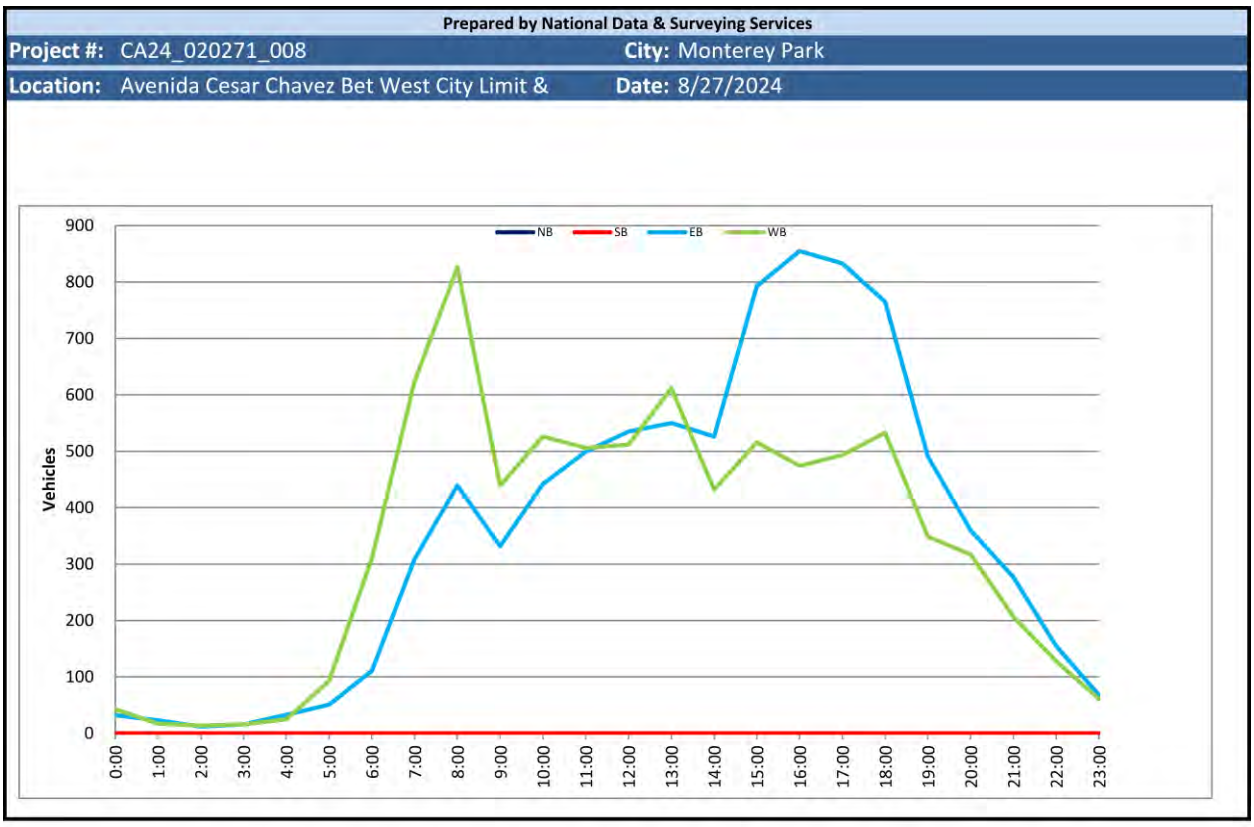
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,507	8,073	16,580

AM Period	NB	SB	EB	WB	TOTAL
0:00			14	15	29
0:15			5	12	17
0:30			6	6	12
0:45			7	10	17
1:00			5	6	11
1:15			10	4	14
1:30			6	4	10
1:45			2	3	5
2:00			2	2	4
2:15			2	4	6
2:30			4	5	9
2:45			4	3	7
3:00			2	5	7
3:15			2	3	5
3:30			7	3	10
3:45			5	5	10
4:00			3	5	8
4:15			7	6	13
4:30			7	5	12
4:45			16	9	25
5:00			8	11	19
5:15			7	14	21
5:30			23	24	47
5:45			13	44	57
6:00			15	41	56
6:15			24	65	89
6:30			30	80	110
6:45			42	124	166
7:00			47	138	185
7:15			60	135	195
7:30			76	167	243
7:45			126	184	310
8:00			111	178	289
8:15			99	183	282
8:30			106	265	371
8:45			123	200	323
9:00			81	119	200
9:15			80	93	173
9:30			62	111	173
9:45			109	116	225
10:00			94	133	227
10:15			135	156	291
10:30			119	132	251
10:45			94	105	199
11:00			114	110	224
11:15			129	116	245
11:30			123	127	250
11:45			133	153	286
TOTALS			2299	3439	5738
SPLIT %			40.1%	59.9%	34.6%

PM Period	NB	SB	EB	WB	TOTAL
12:00			129	140	269
12:15			170	144	314
12:30			117	110	227
12:45			119	118	237
13:00			99	147	246
13:15			139	183	322
13:30			148	146	294
13:45			164	136	300
14:00			95	117	212
14:15			142	93	235
14:30			120	110	230
14:45			169	112	281
15:00			164	146	310
15:15			213	139	352
15:30			199	127	326
15:45			217	104	321
16:00			186	114	300
16:15			220	106	326
16:30			205	114	319
16:45			244	140	384
17:00			201	126	327
17:15			225	115	340
17:30			181	127	308
17:45			226	125	351
18:00			192	129	321
18:15			216	147	363
18:30			174	147	321
18:45			183	110	293
19:00			142	84	226
19:15			124	98	222
19:30			132	97	229
19:45			93	70	163
20:00			89	90	179
20:15			89	82	171
20:30			90	68	158
20:45			92	77	169
21:00			52	57	109
21:15			61	58	119
21:30			71	40	111
21:45			93	52	145
22:00			66	45	111
22:15			53	27	80
22:30			19	34	53
22:45			17	22	39
23:00			15	17	32
23:15			14	20	34
23:30			23	9	32
23:45			16	15	31
TOTALS			6208	4634	10842
SPLIT %			57.3%	42.7%	65.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,507	8,073	16,580

AM Peak Hour	11:30	8:00	8:00	PM Peak Hour	16:30	13:00	16:30
AM Pk Volume	555	826	1265	PM Pk Volume	875	612	1370
Pk Hr Factor	0.816	0.779	0.852	Pk Hr Factor	0.897	0.836	0.892
7 - 9 Volume	748	1450	2198	4 - 6 Volume	1688	967	2655
7 - 9 Peak Hour	7:45	8:00	8:00	4 - 6 Peak Hour	16:30	16:45	16:30
7 - 9 Pk Volume	442	826	1265	4 - 6 Pk Volume	875	508	1370
Pk Hr Factor	0.877	0.779	0.852	Pk Hr Factor	0.897	0.907	0.892


Prepared by National Data & Surveying Services
Project #: CA24_020271_008
City: Monterey Park
Location: Avenida Cesar Chavez Bet West City Limit &
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
900
800
700
600
500
400
300
200
100
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Floral Dr Bet West City Limit & Monterey Pass Rd

Day: Tuesday
Date: 8/27/2024

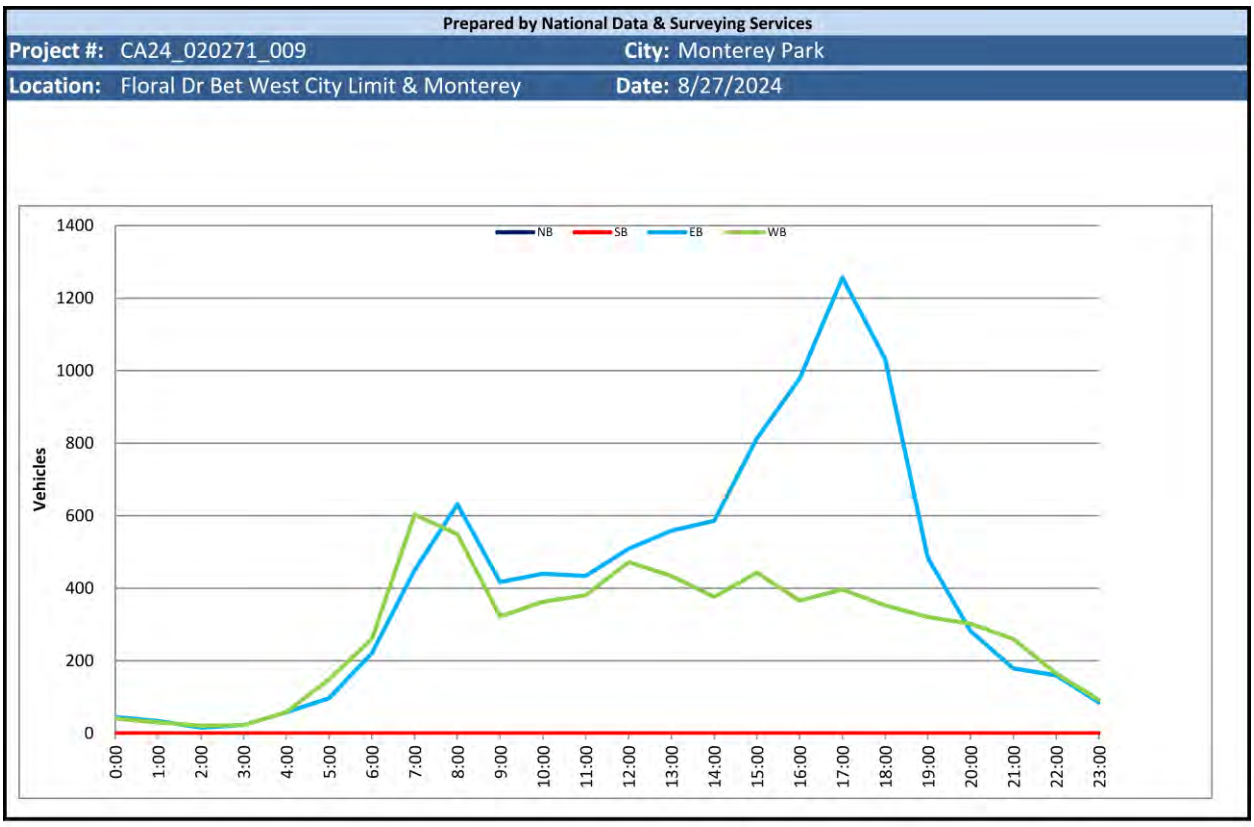
City: Monterey Park
Project #: CA24_020271_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,791	6,782	16,573

AM Period	NB		SB		TOTAL		PM Period	NB		SB		TOTAL	
0:00	16		10		26		12:00	132		130		262	
0:15	7		16		23		12:15	129		122		251	
0:30	13		9		22		12:30	137		124		261	
0:45	9	45	6	41	15	86	12:45	111	509	96	472	207	981
1:00	4		5		9		13:00	127		110		237	
1:15	9		6		15		13:15	140		104		244	
1:30	8		5		13		13:30	148		116		264	
1:45	13	34	14	30	27	64	13:45	144	559	104	434	248	993
2:00	3		6		9		14:00	129		89		218	
2:15	1		8		9		14:15	150		106		256	
2:30	7		5		12		14:30	147		101		248	
2:45	5	16	2	21	7	37	14:45	160	586	80	376	240	962
3:00	4		3		7		15:00	173		104		277	
3:15	7		9		16		15:15	205		112		317	
3:30	8		5		13		15:30	208		121		329	
3:45	4	23	6	23	10	46	15:45	227	813	106	443	333	1256
4:00	9		12		21		16:00	228		85		313	
4:15	10		12		22		16:15	217		101		318	
4:30	10		9		19		16:30	268		80		348	
4:45	29	58	26	59	55	117	16:45	265	978	100	366	365	1344
5:00	13		22		35		17:00	316		102		418	
5:15	23		27		50		17:15	331		106		437	
5:30	26		49		75		17:30	306		108		414	
5:45	35	97	51	149	86	246	17:45	303	1256	81	397	384	1653
6:00	33		29		62		18:00	299		95		394	
6:15	39		57		96		18:15	295		81		376	
6:30	64		94		158		18:30	229		75		304	
6:45	85	221	80	260	165	481	18:45	210	1033	102	353	312	1386
7:00	90		113		203		19:00	155		88		243	
7:15	87		140		227		19:15	127		77		204	
7:30	127		150		277		19:30	108		76		184	
7:45	146	450	200	603	346	1053	19:45	94	484	80	321	174	805
8:00	138		168		306		20:00	81		84		165	
8:15	145		150		295		20:15	62		75		137	
8:30	182		107		289		20:30	80		63		143	
8:45	167	632	124	549	291	1181	20:45	59	282	80	302	139	584
9:00	112		85		197		21:00	52		65		117	
9:15	107		80		187		21:15	45		65		110	
9:30	92		77		169		21:30	40		76		116	
9:45	106	417	80	322	186	739	21:45	42	179	54	260	96	439
10:00	109		89		198		22:00	46		51		97	
10:15	133		89		222		22:15	43		45		88	
10:30	109		107		216		22:30	35		37		72	
10:45	89	440	78	363	167	803	22:45	36	160	32	165	68	325
11:00	99		80		179		23:00	27		28		55	
11:15	105		102		207		23:15	22		30		52	
11:30	126		100		226		23:30	16		17		33	
11:45	104	434	99	381	203	815	23:45	20	85	17	92	37	177
TOTALS		2867		2801		5668	TOTALS		6924		3981		10905
SPLIT %		50.6%		49.4%		34.2%	SPLIT %		63.5%		36.5%		65.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,791	6,782	16,573

AM Peak Hour	8:00	7:30	7:45	PM Peak Hour	17:00	12:00	17:00
AM Pk Volume	632	668	1236	PM Pk Volume	1256	472	1653
Pk Hr Factor	0.868	0.835	0.893	Pk Hr Factor	0.949	0.908	0.946
7 - 9 Volume	1082	1152	2234	4 - 6 Volume	2234	763	2997
7 - 9 Peak Hour	8:00	7:30	7:45	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	632	668	1236	4 - 6 Pk Volume	1256	416	1653
Pk Hr Factor	0.868	0.835	0.893	Pk Hr Factor	0.949	0.963	0.946


Prepared by National Data & Surveying Services
Project #: CA24_020271_009
City: Monterey Park
Location: Floral Dr Bet West City Limit & Monterey
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1400
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

W Floral Dr Bet Monterey Pass Rd & S Atlantic Blvd

Day: Tuesday
Date: 8/27/2024

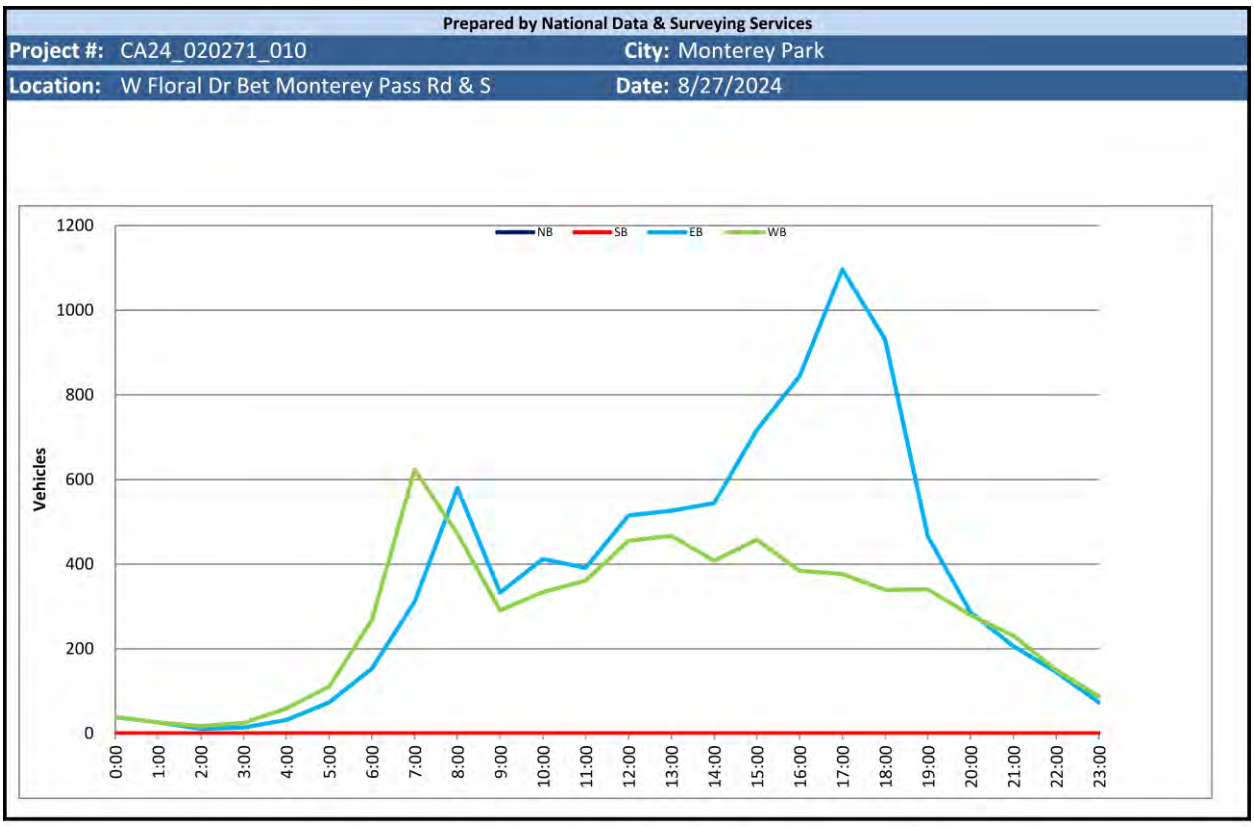
City: Monterey Park
Project #: CA24_020271_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,722	6,601	15,323

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			16		12		28		12:00			135		117		252	
0:15			9		11		20		12:15			140		120		260	
0:30			7		4		11		12:30			128		120		248	
0:45			6	38	12	39	18	77	12:45			112	515	98	455	210	970
1:00			4		5		9		13:00			123		116		239	
1:15			7		6		13		13:15			132		128		260	
1:30			8		5		13		13:30			141		107		248	
1:45			7	26	10	26	17	52	13:45			130	526	116	467	246	993
2:00			3		3		6		14:00			124		102		226	
2:15			2		4		6		14:15			139		100		239	
2:30			4		5		9		14:30			130		110		240	
2:45			2	11	5	17	7	28	14:45			151	544	96	408	247	952
3:00			4		7		11		15:00			159		123		282	
3:15			4		7		11		15:15			170		119		289	
3:30			4		5		9		15:30			180		100		280	
3:45			2	14	6	25	8	39	15:45			208	717	116	458	324	1175
4:00			7		9		16		16:00			194		91		285	
4:15			4		10		14		16:15			186		104		290	
4:30			6		14		20		16:30			238		78		316	
4:45			15	32	26	59	41	91	16:45			226	844	111	384	337	1228
5:00			10		18		28		17:00			273		93		366	
5:15			15		19		34		17:15			288		106		394	
5:30			20		33		53		17:30			274		94		368	
5:45			28	73	41	111	69	184	17:45			261	1096	84	377	345	1473
6:00			21		40		61		18:00			265		87		352	
6:15			26		51		77		18:15			268		83		351	
6:30			40		86		126		18:30			211		78		289	
6:45			66	153	91	268	157	421	18:45			187	931	91	339	278	1270
7:00			80		113		193		19:00			150		98		248	
7:15			57		143		200		19:15			123		86		209	
7:30			64		172		236		19:30			103		78		181	
7:45			110	311	195	623	305	934	19:45			89	465	78	340	167	805
8:00			111		142		253		20:00			76		77		153	
8:15			134		133		267		20:15			66		78		144	
8:30			180		105		285		20:30			85		59		144	
8:45			155	580	92	472	247	1052	20:45			59	286	65	279	124	565
9:00			81		81		162		21:00			62		72		134	
9:15			93		67		160		21:15			54		55		109	
9:30			86		72		158		21:30			47		66		113	
9:45			73	333	71	291	144	624	21:45			43	206	38	231	81	437
10:00			101		83		184		22:00			41		50		91	
10:15			124		86		210		22:15			41		39		80	
10:30			111		88		199		22:30			37		36		73	
10:45			76	412	77	334	153	746	22:45			26	145	25	150	51	295
11:00			80		75		155		23:00			25		22		47	
11:15			97		82		179		23:15			17		27		44	
11:30			109		105		214		23:30			17		20		37	
11:45			105	391	99	361	204	752	23:45			14	73	18	87	32	160
TOTALS				2374		2626		5000	TOTALS				6348		3975		10323
SPLIT %				47.5%		52.5%		32.6%	SPLIT %				61.5%		38.5%		67.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,722	6,601	15,323

AM Peak Hour	8:00	7:15	7:45	PM Peak Hour	17:00	13:00	17:00
AM Pk Volume	580	652	1110	PM Pk Volume	1096	467	1473
Pk Hr Factor	0.806	0.836	0.910	Pk Hr Factor	0.951	0.912	0.935
7 - 9 Volume	891	1095	1986	4 - 6 Volume	1940	761	2701
7 - 9 Peak Hour	8:00	7:15	7:45	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	580	652	1110	4 - 6 Pk Volume	1096	404	1473
Pk Hr Factor	0.806	0.836	0.910	Pk Hr Factor	0.951	0.910	0.935


Prepared by National Data & Surveying Services
Project #: CA24_020271_010
City: Monterey Park
Location: W Floral Dr Bet Monterey Pass Rd & S
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

N Garfield Ave Bet W/E Hellman Ave & W/E Newmark Ave

Day: Tuesday
Date: 8/27/2024

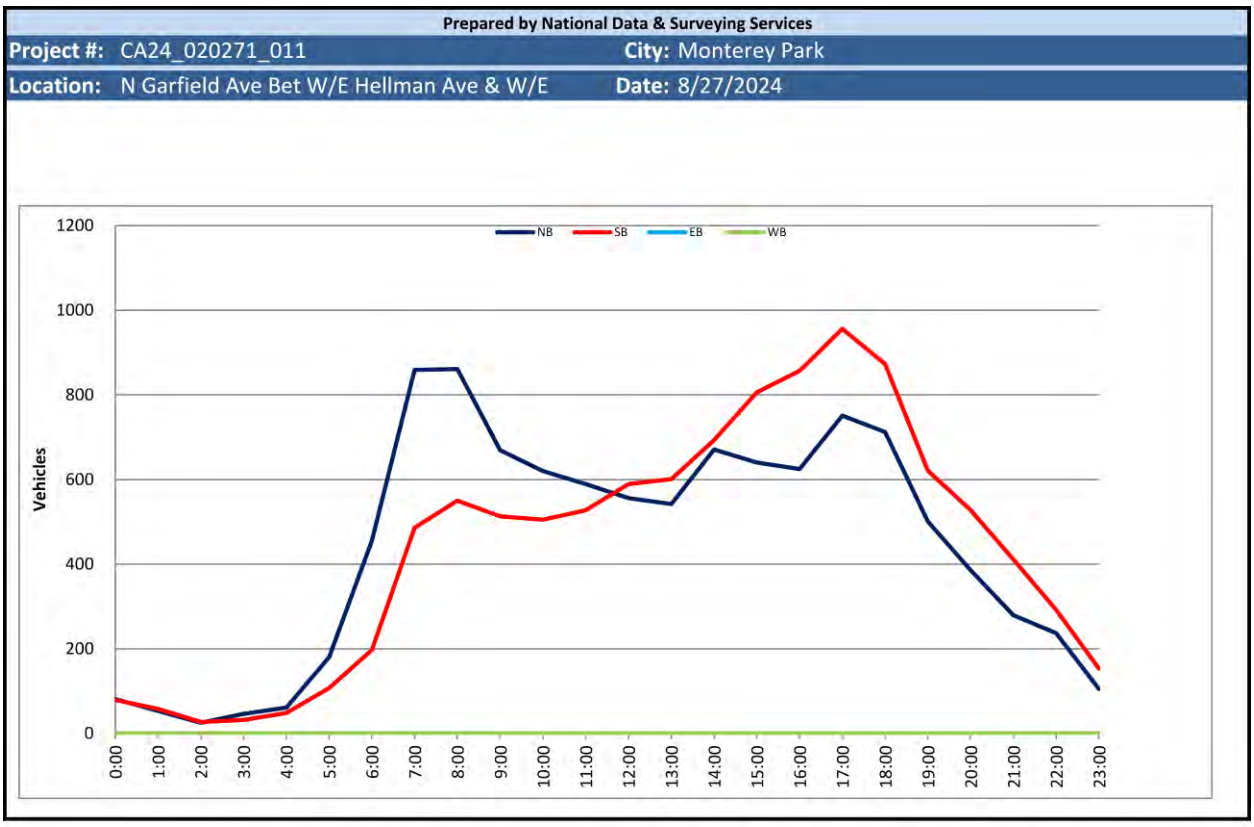
City: Monterey Park
Project #: CA24_020271_011

DAILY TOTALS	NB	SB	EB	WB	Total
	10,504	10,509	0	0	21,013

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	21		27				48		12:00	141		138				279	
0:15	14		19				33		12:15	139		147				286	
0:30	20		18				38		12:30	118		150				268	
0:45	26	81	15	79			41	160	12:45	158	556	154	589			312	1145
1:00	13		23				36		13:00	115		145				260	
1:15	14		13				27		13:15	121		148				269	
1:30	15		17				32		13:30	157		161				318	
1:45	11	53	5	58			16	111	13:45	149	542	147	601			296	1143
2:00	4		5				9		14:00	143		157				300	
2:15	9		6				15		14:15	182		158				340	
2:30	4		11				15		14:30	176		204				380	
2:45	8	25	5	27			13	52	14:45	170	671	174	693			344	1364
3:00	12		10				22		15:00	181		184				365	
3:15	6		5				11		15:15	130		184				314	
3:30	16		11				27		15:30	149		191				340	
3:45	12	46	6	32			18	78	15:45	180	640	247	806			427	1446
4:00	8		12				20		16:00	154		223				377	
4:15	14		14				28		16:15	166		208				374	
4:30	24		8				32		16:30	154		211				365	
4:45	15	61	14	48			29	109	16:45	151	625	215	857			366	1482
5:00	30		23				53		17:00	176		240				416	
5:15	45		29				74		17:15	197		254				451	
5:30	48		25				73		17:30	184		222				406	
5:45	57	180	30	107			87	287	17:45	194	751	240	956			434	1707
6:00	68		30				98		18:00	187		252				439	
6:15	103		58				161		18:15	194		204				398	
6:30	131		56				187		18:30	177		219				396	
6:45	153	455	53	197			206	652	18:45	154	712	198	873			352	1585
7:00	181		67				248		19:00	137		165				302	
7:15	199		107				306		19:15	134		180				314	
7:30	238		178				416		19:30	133		153				286	
7:45	241	859	134	486			375	1345	19:45	97	501	123	621			220	1122
8:00	250		159				409		20:00	100		130				230	
8:15	222		135				357		20:15	104		147				251	
8:30	190		136				326		20:30	101		120				221	
8:45	199	861	120	550			319	1411	20:45	81	386	131	528			212	914
9:00	169		119				288		21:00	66		119				185	
9:15	171		139				310		21:15	86		115				201	
9:30	180		113				293		21:30	61		85				146	
9:45	149	669	142	513			291	1182	21:45	66	279	92	411			158	690
10:00	152		111				263		22:00	76		89				165	
10:15	149		135				284		22:15	53		94				147	
10:30	164		144				308		22:30	60		64				124	
10:45	155	620	115	505			270	1125	22:45	48	237	45	292			93	529
11:00	156		141				297		23:00	26		51				77	
11:15	148		116				264		23:15	29		40				69	
11:30	147		118				265		23:30	25		37				62	
11:45	138	589	152	527			290	1116	23:45	25	105	25	153			50	258
TOTALS		4499		3129				7628	TOTALS		6005		7380				13385
SPLIT %		59.0%		41.0%				36.3%	SPLIT %		44.9%		55.1%				63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,504	10,509	0	0	21,013

AM Peak Hour	7:30	7:30	7:30	PM Peak Hour	17:15	17:15	17:15
AM Pk Volume	951	606	1557	PM Pk Volume	762	968	1730
Pk Hr Factor	0.951	0.851	0.936	Pk Hr Factor	0.967	0.953	0.959
7 - 9 Volume	1720	1036	2756	4 - 6 Volume	1376	1813	3189
7 - 9 Peak Hour	7:30	7:30	7:30	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	951	606	1557	4 - 6 Pk Volume	751	956	1707
Pk Hr Factor	0.951	0.851	0.936	Pk Hr Factor	0.953	0.941	0.946


Prepared by National Data & Surveying Services
Project #: CA24_020271_011
City: Monterey Park
Location: N Garfield Ave Bet W/E Hellman Ave & W/E
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Garfield Ave Bet W/E Newmark Ave & Graves Ave/Grandridge Ave

Day: Tuesday
Date: 8/27/2024

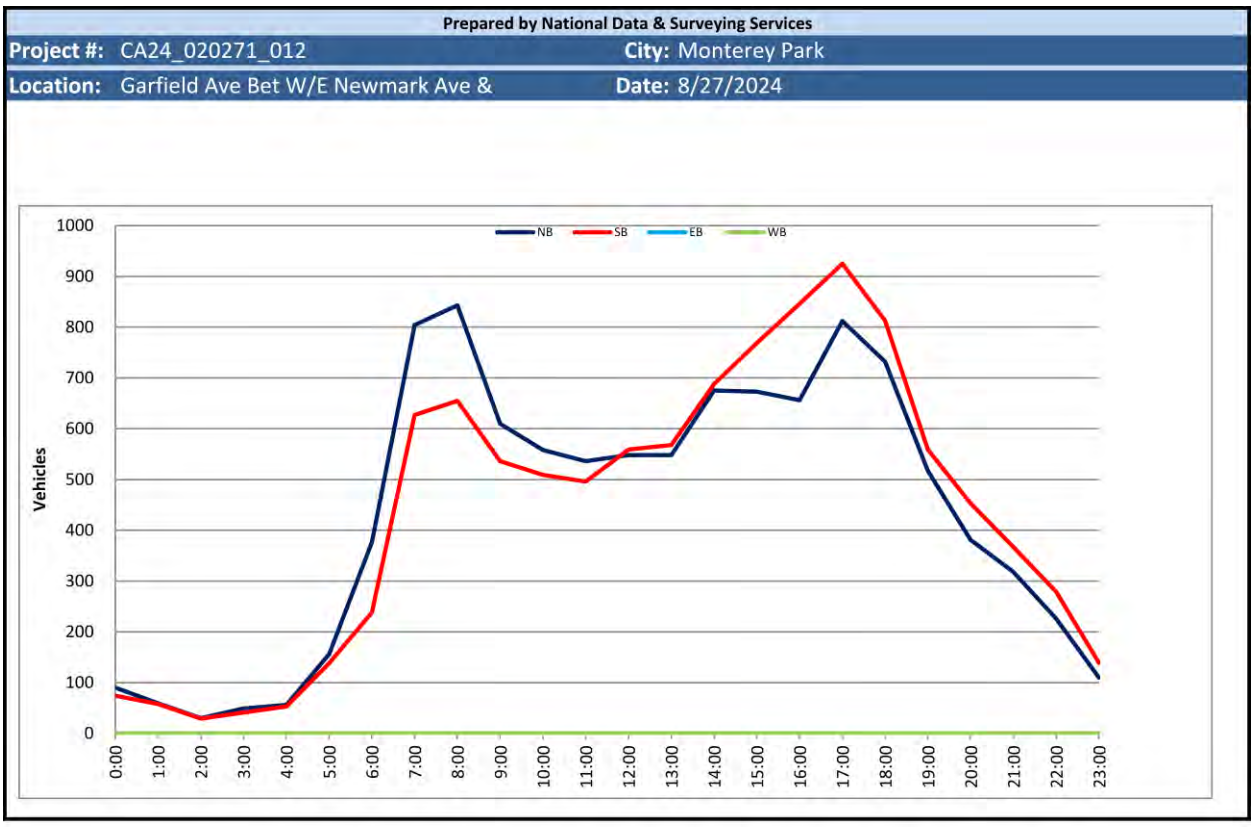
City: Monterey Park
Project #: CA24_020271_012

DAILY TOTALS	NB	SB	EB	WB	Total
	10,363	10,419	0	0	20,782

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	23		25				48		12:00	134		141				275	
0:15	20		17				37		12:15	144		137				281	
0:30	23		19				42		12:30	121		143				264	
0:45	24	90	13	74			37	164	12:45	149	548	138	559			287	1107
1:00	14		18				32		13:00	124		151				275	
1:15	18		15				33		13:15	117		127				244	
1:30	16		17				33		13:30	153		150				303	
1:45	11	59	8	58			19	117	13:45	154	548	140	568			294	1116
2:00	7		4				11		14:00	137		162				299	
2:15	8		5				13		14:15	180		151				331	
2:30	5		13				18		14:30	179		203				382	
2:45	10	30	7	29			17	59	14:45	179	675	172	688			351	1363
3:00	8		11				19		15:00	184		161				345	
3:15	11		9				20		15:15	141		176				317	
3:30	18		13				31		15:30	167		196				363	
3:45	12	49	8	41			20	90	15:45	181	673	236	769			417	1442
4:00	8		10				18		16:00	166		225				391	
4:15	10		15				25		16:15	177		192				369	
4:30	21		12				33		16:30	156		198				354	
4:45	17	56	16	53			33	109	16:45	157	656	231	846			388	1502
5:00	27		34				61		17:00	191		234				425	
5:15	37		35				72		17:15	207		239				446	
5:30	45		32				77		17:30	201		217				418	
5:45	47	156	37	138			84	294	17:45	213	812	235	925			448	1737
6:00	53		41				94		18:00	205		244				449	
6:15	84		61				145		18:15	189		202				391	
6:30	106		71				177		18:30	182		185				367	
6:45	133	376	65	238			198	614	18:45	156	732	182	813			338	1545
7:00	156		88				244		19:00	143		149				292	
7:15	196		127				323		19:15	133		155				288	
7:30	218		240				458		19:30	133		121				254	
7:45	234	804	172	627			406	1431	19:45	108	517	134	559			242	1076
8:00	258		183				441		20:00	99		112				211	
8:15	222		159				381		20:15	105		123				228	
8:30	183		173				356		20:30	97		103				200	
8:45	180	843	140	655			320	1498	20:45	80	381	115	453			195	834
9:00	171		126				297		21:00	71		100				171	
9:15	148		144				292		21:15	97		106				203	
9:30	153		113				266		21:30	73		77				150	
9:45	138	610	153	536			291	1146	21:45	77	318	84	367			161	685
10:00	127		125				252		22:00	67		84				151	
10:15	135		137				272		22:15	55		84				139	
10:30	144		136				280		22:30	62		64				126	
10:45	152	558	111	509			263	1067	22:45	42	226	47	279			89	505
11:00	137		140				277		23:00	24		45				69	
11:15	137		100				237		23:15	34		38				72	
11:30	132		117				249		23:30	25		33				58	
11:45	130	536	139	496			269	1032	23:45	27	110	23	139			50	249
TOTALS		4167		3454				7621	TOTALS		6196		6965				13161
SPLIT %		54.7%		45.3%				36.7%	SPLIT %		47.1%		52.9%				63.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,363	10,419	0	0	20,782

AM Peak Hour	7:30	7:30	7:30	PM Peak Hour	17:15	17:15	17:15
AM Pk Volume	932	754	1686	PM Pk Volume	826	935	1761
Pk Hr Factor	0.903	0.785	0.920	Pk Hr Factor	0.969	0.958	0.981
7 - 9 Volume	1647	1282	2929	4 - 6 Volume	1468	1771	3239
7 - 9 Peak Hour	7:30	7:30	7:30	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	932	754	1686	4 - 6 Pk Volume	812	925	1737
Pk Hr Factor	0.903	0.785	0.920	Pk Hr Factor	0.953	0.968	0.969


Prepared by National Data & Surveying Services
Project #: CA24_020271_012
City: Monterey Park
Location: Garfield Ave Bet W/E Newmark Ave &
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1000
900
800
700
600
500
400
300
200
100
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Garfield Ave Bet Graves Ave & W/E El Repetto Dr

Day: Tuesday
Date: 8/27/2024

City: Monterey Park
Project #: CA24_020271_013

DAILY TOTALS	NB	SB	EB	WB	Total
	12,238	12,694	0	0	24,932

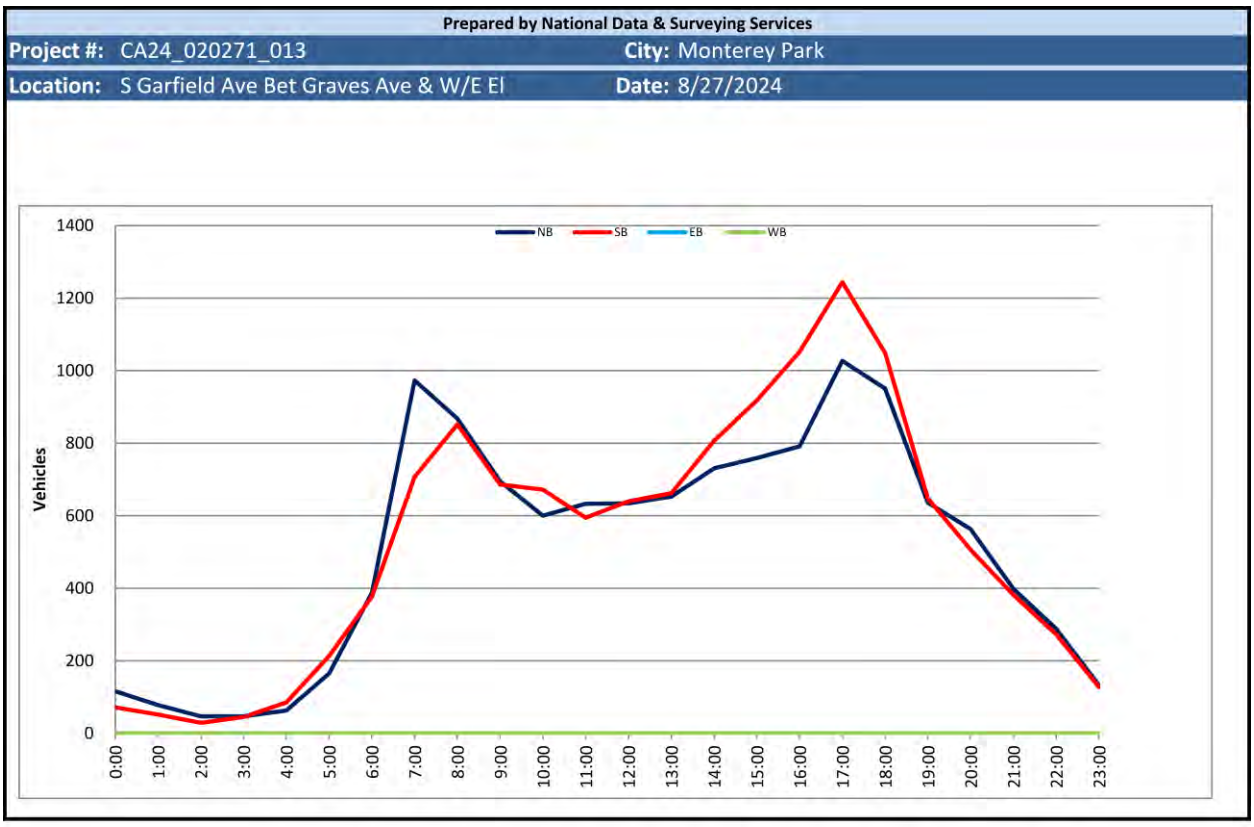
AM Period	NB		SB		EB	WB	TOTAL	
0:00	36		27				63	
0:15	21		20				41	
0:30	33		13				46	
0:45	26	116	12	72			38	188
1:00	18		16				34	
1:15	21		17				38	
1:30	23		14				37	
1:45	16	78	5	52			21	130
2:00	9		6				15	
2:15	12		6				18	
2:30	11		9				20	
2:45	15	47	8	29			23	76
3:00	13		14				27	
3:15	8		12				20	
3:30	15		10				25	
3:45	11	47	9	45			20	92
4:00	7		16				23	
4:15	12		26				38	
4:30	22		22				44	
4:45	22	63	21	85			43	148
5:00	26		43				69	
5:15	41		46				87	
5:30	57		61				118	
5:45	41	165	63	213			104	378
6:00	57		67				124	
6:15	90		96				186	
6:30	107		114				221	
6:45	133	387	100	377			233	764
7:00	158		101				259	
7:15	225		152				377	
7:30	301		232				533	
7:45	289	973	222	707			511	1680
8:00	237		257				494	
8:15	225		210				435	
8:30	196		206				402	
8:45	210	868	179	852			389	1720
9:00	178		148				326	
9:15	191		187				378	
9:30	170		160				330	
9:45	156	695	191	686			347	1381
10:00	147		182				329	
10:15	152		167				319	
10:30	153		163				316	
10:45	148	600	160	672			308	1272
11:00	170		161				331	
11:15	150		127				277	
11:30	161		151				312	
11:45	152	633	156	595			308	1228
TOTALS		4672		4385				9057
SPLIT %		51.6%		48.4%				36.3%

PM Period	NB		SB		EB	WB	TOTAL	
12:00	158		160				318	
12:15	161		161				322	
12:30	137		169				306	
12:45	178	634	150	640			328	1274
13:00	159		175				334	
13:15	145		157				302	
13:30	179		183				362	
13:45	170	653	147	662			317	1315
14:00	162		182				344	
14:15	178		169				347	
14:30	199		211				410	
14:45	192	731	245	807			437	1538
15:00	197		219				416	
15:15	181		223				404	
15:30	178		208				386	
15:45	203	759	268	918			471	1677
16:00	191		264				455	
16:15	201		276				477	
16:30	185		240				425	
16:45	214	791	272	1052			486	1843
17:00	257		337				594	
17:15	246		300				546	
17:30	272		310				582	
17:45	252	1027	297	1244			549	2271
18:00	278		293				571	
18:15	250		287				537	
18:30	244		240				484	
18:45	179	951	229	1049			408	2000
19:00	171		183				354	
19:15	157		180				337	
19:30	163		147				310	
19:45	145	636	138	648			283	1284
20:00	138		132				270	
20:15	167		143				310	
20:30	133		119				252	
20:45	125	563	112	506			237	1069
21:00	100		118				218	
21:15	104		92				196	
21:30	102		83				185	
21:45	93	399	89	382			182	781
22:00	71		84				155	
22:15	74		83				157	
22:30	86		50				136	
22:45	58	289	56	273			114	562
23:00	44		48				92	
23:15	29		32				61	
23:30	30		28				58	
23:45	30	133	20	128			50	261
TOTALS		7566		8309				15875
SPLIT %		47.7%		52.3%				63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	12,238	12,694	0	0	24,932

AM Peak Hour	7:15	7:30	7:30
AM Pk Volume	1052	921	1973
Pk Hr Factor	0.874	0.896	0.925
7 - 9 Volume	1841	1559	3400
7 - 9 Peak Hour	7:15	7:30	7:30
7 - 9 Pk Volume	1052	921	1973
Pk Hr Factor	0.874	0.896	0.925

PM Peak Hour	17:30	17:00	17:00
PM Pk Volume	1052	1244	2271
Pk Hr Factor	0.946	0.923	0.956
4 - 6 Volume	1818	2296	4114
4 - 6 Peak Hour	17:00	17:00	17:00
4 - 6 Pk Volume	1027	1244	2271
Pk Hr Factor	0.944	0.923	0.956


Prepared by National Data & Surveying Services
Project #: CA24_020271_013
City: Monterey Park
Location: S Garfield Ave Bet Graves Ave & W/E El
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1400
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Garfield Ave Bet W/E El Repetto Dr & W/E Riggin St

Day: Tuesday
Date: 8/27/2024

City: Monterey Park
Project #: CA24_020271_014

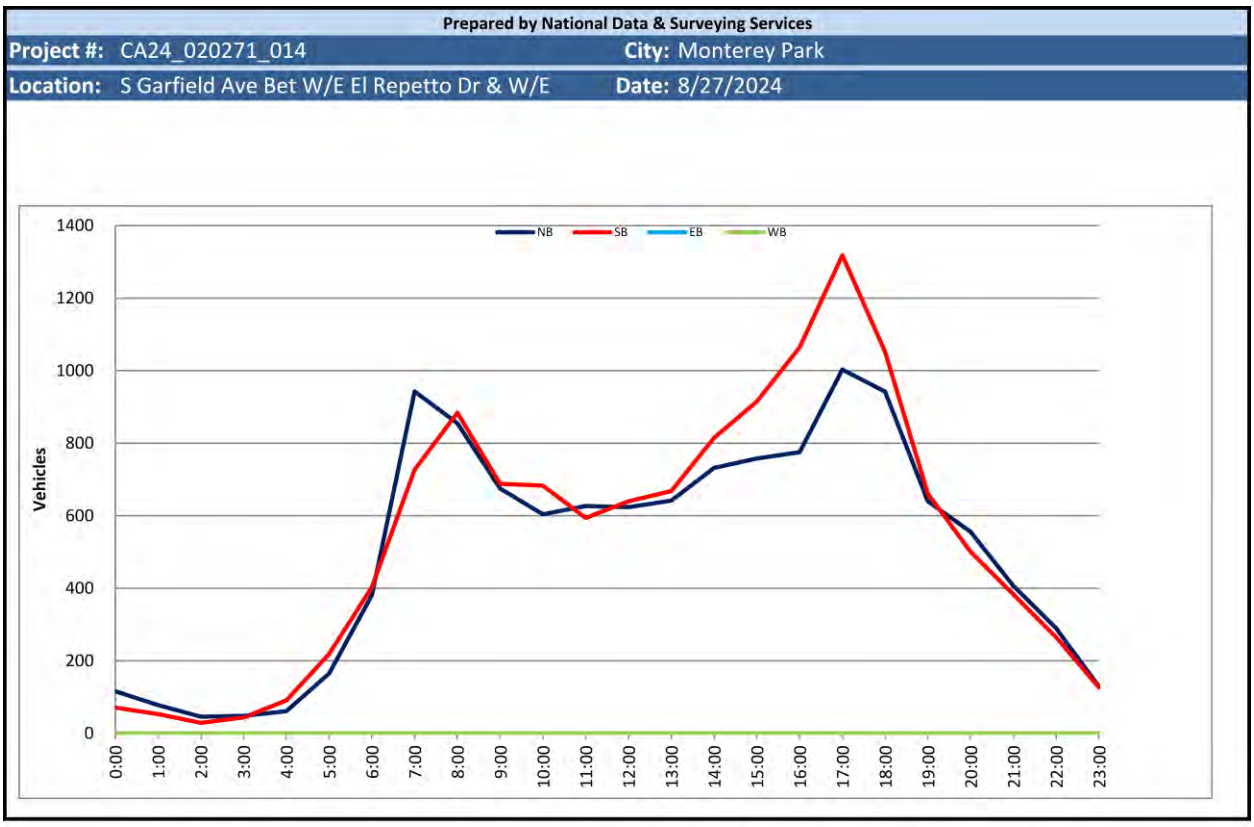
DAILY TOTALS	NB	SB	EB	WB	Total
	12,097	12,895	0	0	24,992

AM Period	NB		SB		EB	WB	TOTAL	
0:00	36		27				63	
0:15	20		19				39	
0:30	33		13				46	
0:45	27	116	12	71			39	187
1:00	19		17				36	
1:15	21		17				38	
1:30	22		14				36	
1:45	16	78	5	53			21	131
2:00	9		6				15	
2:15	11		6				17	
2:30	11		9				20	
2:45	15	46	8	29			23	75
3:00	14		13				27	
3:15	7		12				19	
3:30	16		10				26	
3:45	11	48	9	44			20	92
4:00	6		17				23	
4:15	12		27				39	
4:30	22		25				47	
4:45	21	61	22	91			43	152
5:00	25		44				69	
5:15	41		46				87	
5:30	56		62				118	
5:45	43	165	67	219			110	384
6:00	54		72				126	
6:15	90		100				190	
6:30	103		121				224	
6:45	134	381	110	403			244	784
7:00	153		110				263	
7:15	217		155				372	
7:30	290		233				523	
7:45	283	943	229	727			512	1670
8:00	230		274				504	
8:15	221		218				439	
8:30	193		209				402	
8:45	211	855	183	884			394	1739
9:00	178		149				327	
9:15	183		187				370	
9:30	165		158				323	
9:45	149	675	194	688			343	1363
10:00	148		183				331	
10:15	154		172				326	
10:30	152		166				318	
10:45	150	604	162	683			312	1287
11:00	169		156				325	
11:15	143		128				271	
11:30	162		160				322	
11:45	153	627	150	594			303	1221
TOTALS		4599		4486				9085
SPLIT %		50.6%		49.4%				36.4%

PM Period	NB		SB		EB	WB	TOTAL	
12:00	156		161				317	
12:15	154		162				316	
12:30	139		168				307	
12:45	175	624	149	640			324	1264
13:00	155		176				331	
13:15	146		161				307	
13:30	171		178				349	
13:45	170	642	153	668			323	1310
14:00	164		184				348	
14:15	181		170				351	
14:30	195		210				405	
14:45	192	732	251	815			443	1547
15:00	196		224				420	
15:15	188		223				411	
15:30	178		207				385	
15:45	196	758	261	915			457	1673
16:00	189		267				456	
16:15	194		280				474	
16:30	185		245				430	
16:45	207	775	272	1064			479	1839
17:00	247		342				589	
17:15	246		317				563	
17:30	261		342				603	
17:45	249	1003	317	1318			566	2321
18:00	276		296				572	
18:15	247		285				532	
18:30	240		241				481	
18:45	179	942	230	1052			409	1994
19:00	170		186				356	
19:15	159		183				342	
19:30	166		151				317	
19:45	145	640	141	661			286	1301
20:00	136		134				270	
20:15	166		142				308	
20:30	128		114				242	
20:45	126	556	111	501			237	1057
21:00	103		117				220	
21:15	104		96				200	
21:30	104		81				185	
21:45	96	407	89	383			185	790
22:00	73		80				153	
22:15	74		76				150	
22:30	85		51				136	
22:45	58	290	58	265			116	555
23:00	43		47				90	
23:15	28		32				60	
23:30	29		28				57	
23:45	29	129	20	127			49	256
TOTALS		7498		8409				15907
SPLIT %		47.1%		52.9%				63.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	12,097	12,895	0	0	24,992

AM Peak Hour	7:30	7:30	7:30	PM Peak Hour	17:30	17:00	17:00
AM Pk Volume	1024	954	1978	PM Pk Volume	1033	1318	2321
Pk Hr Factor	0.883	0.870	0.946	Pk Hr Factor	0.936	0.963	0.962
7 - 9 Volume	1798	1611	3409	4 - 6 Volume	1778	2382	4160
7 - 9 Peak Hour	7:30	7:30	7:30	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	1024	954	1978	4 - 6 Pk Volume	1003	1318	2321
Pk Hr Factor	0.883	0.870	0.946	Pk Hr Factor	0.961	0.963	0.962


Prepared by National Data & Surveying Services
Project #: CA24_020271_014
City: Monterey Park
Location: S Garfield Ave Bet W/E El Repetto Dr & W/E
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1400
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
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19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Garfield Ave Bet W/E Riggin St & W/E Pomona Blvd

Day: Tuesday
Date: 8/27/2024

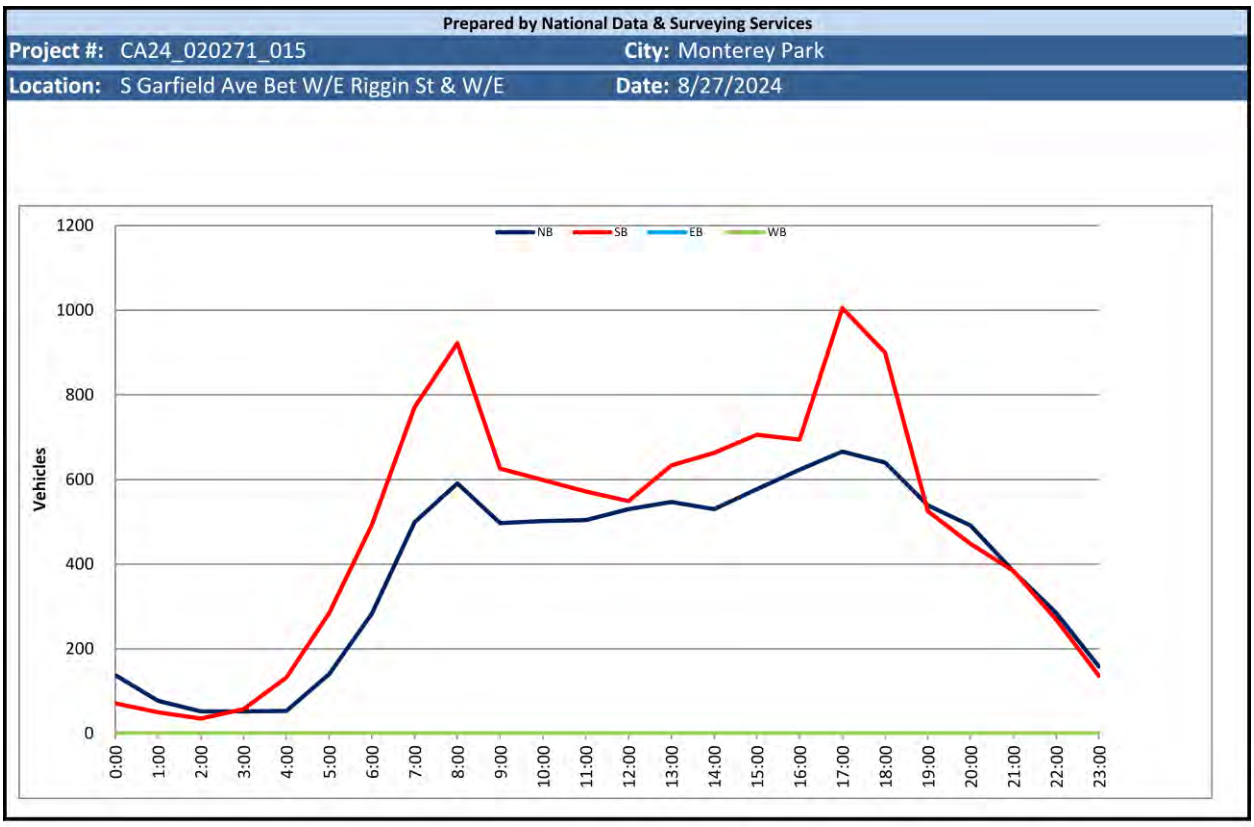
City: Monterey Park
Project #: CA24_020271_015

DAILY TOTALS	NB	SB	EB	WB	Total
	9,357	11,524	0	0	20,881

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	46		26				72		12:00	118		128				246	
0:15	23		15				38		12:15	144		136				280	
0:30	45		18				63		12:30	145		142				287	
0:45	24	138	12	71			36	209	12:45	123	530	143	549			266	1079
1:00	20		15				35		13:00	152		145				297	
1:15	20		14				34		13:15	125		164				289	
1:30	20		15				35		13:30	144		170				314	
1:45	17	77	6	50			23	127	13:45	126	547	154	633			280	1180
2:00	8		8				16		14:00	120		139				259	
2:15	13		6				19		14:15	145		188				333	
2:30	15		12				27		14:30	126		156				282	
2:45	16	52	9	35			25	87	14:45	139	530	180	663			319	1193
3:00	16		12				28		15:00	159		186				345	
3:15	7		13				20		15:15	122		173				295	
3:30	18		17				35		15:30	142		173				315	
3:45	11	52	15	57			26	109	15:45	154	577	174	706			328	1283
4:00	5		24				29		16:00	138		147				285	
4:15	12		32				44		16:15	155		168				323	
4:30	18		45				63		16:30	140		190				330	
4:45	18	53	31	132			49	185	16:45	190	623	189	694			379	1317
5:00	19		51				70		17:00	145		216				361	
5:15	41		70				111		17:15	171		270				441	
5:30	50		75				125		17:30	168		246				414	
5:45	30	140	88	284			118	424	17:45	182	666	273	1005			455	1671
6:00	49		98				147		18:00	183		243				426	
6:15	59		122				181		18:15	153		252				405	
6:30	88		132				220		18:30	174		218				392	
6:45	87	283	141	493			228	776	18:45	130	640	187	900			317	1540
7:00	92		144				236		19:00	132		151				283	
7:15	121		179				300		19:15	113		148				261	
7:30	134		193				327		19:30	165		121				286	
7:45	152	499	255	771			407	1270	19:45	129	539	105	525			234	1064
8:00	161		250				411		20:00	115		135				250	
8:15	155		259				414		20:15	139		120				259	
8:30	141		215				356		20:30	121		91				212	
8:45	134	591	198	922			332	1513	20:45	116	491	102	448			218	939
9:00	140		141				281		21:00	106		108				214	
9:15	127		154				281		21:15	100		100				200	
9:30	136		149				285		21:30	86		86				172	
9:45	94	497	182	626			276	1123	21:45	91	383	90	384			181	767
10:00	133		165				298		22:00	72		72				144	
10:15	111		132				243		22:15	63		86				149	
10:30	138		168				306		22:30	88		58				146	
10:45	120	502	134	599			254	1101	22:45	62	285	53	269			115	554
11:00	118		150				268		23:00	44		48				92	
11:15	119		141				260		23:15	45		34				79	
11:30	146		127				273		23:30	35		38				73	
11:45	121	504	154	572			275	1076	23:45	34	158	16	136			50	294
TOTALS		3388		4612				8000	TOTALS		5969		6912				12881
SPLIT %		42.4%		57.7%				38.3%	SPLIT %		46.3%		53.7%				61.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,357	11,524	0	0	20,881

AM Peak Hour	7:45	7:45	7:45	PM Peak Hour	17:15	17:15	17:15
AM Pk Volume	609	979	1588	PM Pk Volume	704	1032	1736
Pk Hr Factor	0.946	0.945	0.959	Pk Hr Factor	0.962	0.945	0.954
7 - 9 Volume	1090	1693	2783	4 - 6 Volume	1289	1699	2988
7 - 9 Peak Hour	7:45	7:45	7:45	4 - 6 Peak Hour	16:45	17:00	17:00
7 - 9 Pk Volume	609	979	1588	4 - 6 Pk Volume	674	1005	1671
Pk Hr Factor	0.946	0.945	0.959	Pk Hr Factor	0.887	0.920	0.918


Prepared by National Data & Surveying Services
Project #: CA24_020271_015
City: Monterey Park
Location: S Garfield Ave Bet W/E Riggin St & W/E
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Garvey Ave Bet Casuda Canyon Dr & S Fremont Ave

Day: Tuesday
Date: 8/27/2024

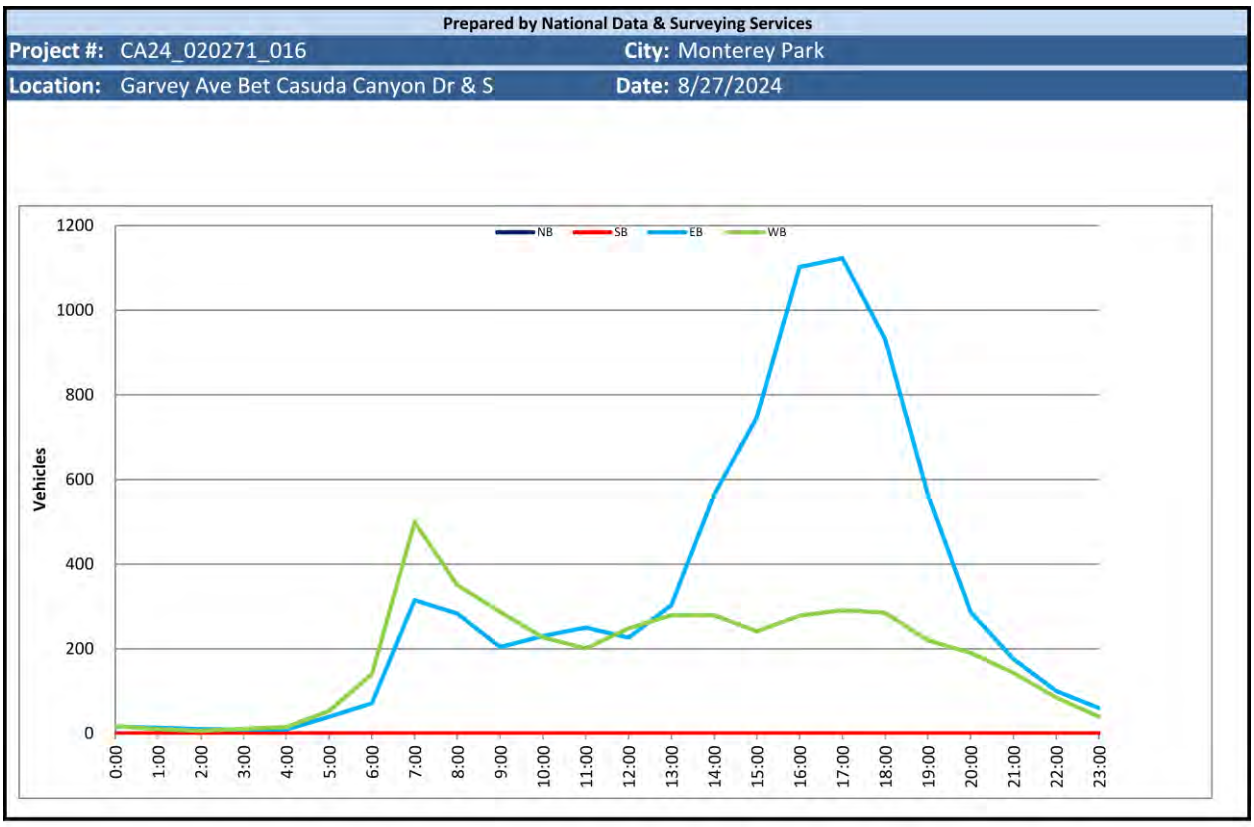
City: Monterey Park
Project #: CA24_020271_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,634	4,394	12,028

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			3		6		9		12:00			72		72		144	
0:15			10		5		15		12:15			54		56		110	
0:30			2		3		5		12:30			55		63		118	
0:45			1	16	3	17	4	33	12:45			45	226	57	248	102	474
1:00			2		3		5		13:00			58		65		123	
1:15			4		2		6		13:15			71		86		157	
1:30			6		3		9		13:30			82		59		141	
1:45			1	13	2	10	3	23	13:45			92	303	69	279	161	582
2:00			3		1		4		14:00			104		77		181	
2:15			2		4		6		14:15			128		84		212	
2:30			2		0		2		14:30			170		63		233	
2:45			3	10	1	6	4	16	14:45			162	564	55	279	217	843
3:00			1		0		1		15:00			154		46		200	
3:15			3		4		7		15:15			175		51		226	
3:30			2		1		3		15:30			174		62		236	
3:45			3	9	6	11	9	20	15:45			244	747	82	241	326	988
4:00			2		5		7		16:00			290		68		358	
4:15			1		3		4		16:15			238		61		299	
4:30			3		5		8		16:30			271		77		348	
4:45			3	9	2	15	5	24	16:45			303	1102	72	278	375	1380
5:00			5		7		12		17:00			300		61		361	
5:15			13		9		22		17:15			283		78		361	
5:30			7		22		29		17:30			293		86		379	
5:45			14	39	15	53	29	92	17:45			247	1123	66	291	313	1414
6:00			12		25		37		18:00			244		70		314	
6:15			17		31		48		18:15			239		83		322	
6:30			12		37		49		18:30			249		65		314	
6:45			30	71	47	140	77	211	18:45			200	932	67	285	267	1217
7:00			27		74		101		19:00			153		52		205	
7:15			48		91		139		19:15			132		58		190	
7:30			99		190		289		19:30			164		54		218	
7:45			141	315	144	499	285	814	19:45			116	565	56	220	172	785
8:00			141		90		231		20:00			101		45		146	
8:15			49		82		131		20:15			85		52		137	
8:30			45		83		128		20:30			48		46		94	
8:45			48	283	95	350	143	633	20:45			53	287	47	190	100	477
9:00			50		79		129		21:00			42		44		86	
9:15			46		72		118		21:15			39		39		78	
9:30			59		62		121		21:30			53		39		92	
9:45			49	204	74	287	123	491	21:45			42	176	21	143	63	319
10:00			46		72		118		22:00			35		28		63	
10:15			51		60		111		22:15			29		17		46	
10:30			63		52		115		22:30			25		26		51	
10:45			70	230	43	227	113	457	22:45			11	100	14	85	25	185
11:00			65		55		120		23:00			21		13		34	
11:15			52		42		94		23:15			10		10		20	
11:30			70		57		127		23:30			14		6		20	
11:45			63	250	47	201	110	451	23:45			15	60	10	39	25	99
TOTALS				1449		1816		3265	TOTALS				6185		2578		8763
SPLIT %				44.4%		55.6%		27.1%	SPLIT %				70.6%		29.4%		72.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,634	4,394	12,028

AM Peak Hour	7:30	7:15	7:15	PM Peak Hour	16:45	17:30	16:45
AM Pk Volume	430	515	944	PM Pk Volume	1179	305	1476
Pk Hr Factor	0.762	0.678	0.817	Pk Hr Factor	0.973	0.887	0.974
7 - 9 Volume	598	849	1447	4 - 6 Volume	2225	569	2794
7 - 9 Peak Hour	7:30	7:15	7:15	4 - 6 Peak Hour	16:45	16:45	16:45
7 - 9 Pk Volume	430	515	944	4 - 6 Pk Volume	1179	297	1476
Pk Hr Factor	0.762	0.678	0.817	Pk Hr Factor	0.973	0.863	0.974


Prepared by National Data & Surveying Services
Project #: CA24_020271_016
City: Monterey Park
Location: Garvey Ave Bet Casuda Canyon Dr & S
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Garvey Ave Bet S Fremont Ave & N/S Atlantic Blvd

Day: Tuesday
Date: 8/27/2024

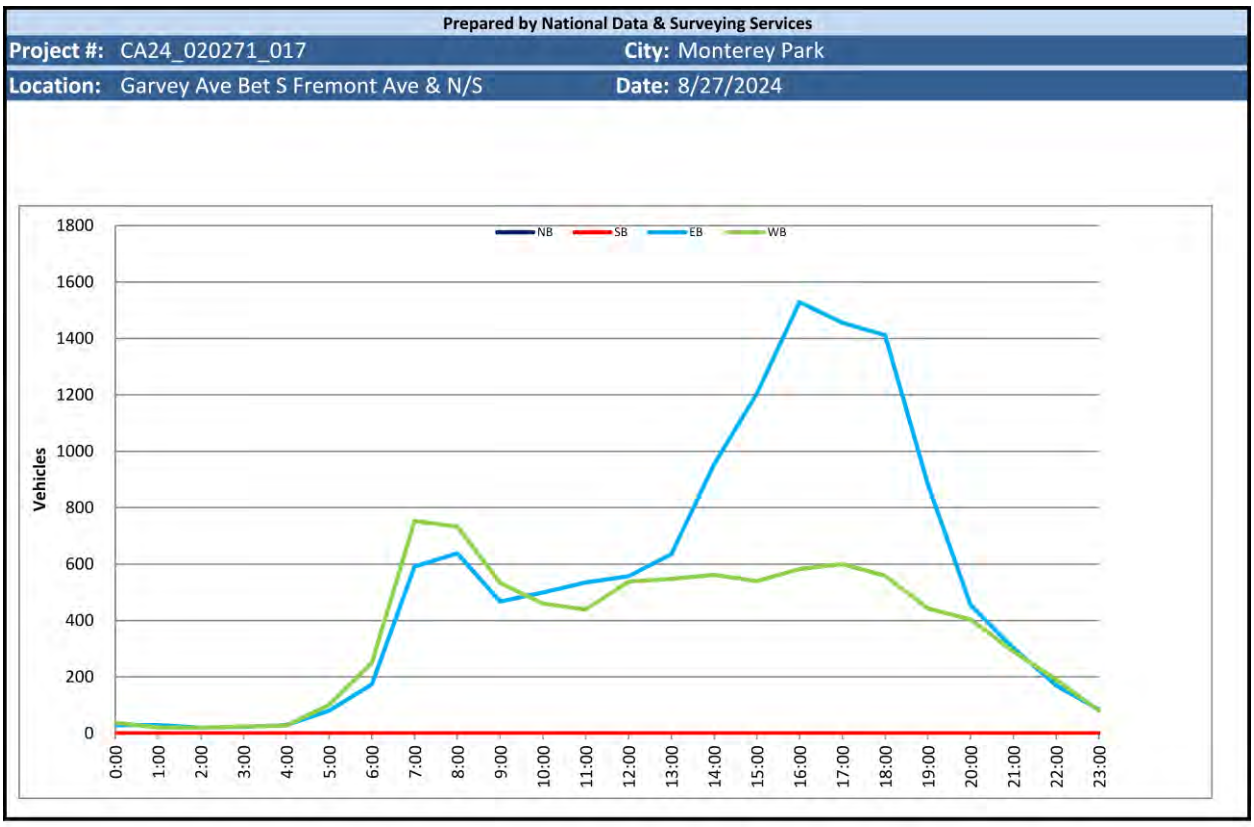
City: Monterey Park
Project #: CA24_020271_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,755	8,740	21,495

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			9		18		27		12:00			147		135		282	
0:15			8		6		14		12:15			132		123		255	
0:30			7		7		14		12:30			138		129		267	
0:45			5	29	7	38	12	67	12:45			140	557	151	538	291	1095
1:00			4		5		9		13:00			143		121		264	
1:15			10		3		13		13:15			133		173		306	
1:30			8		7		15		13:30			150		128		278	
1:45			7	29	6	21	13	50	13:45			209	635	126	548	335	1183
2:00			3		5		8		14:00			166		153		319	
2:15			7		8		15		14:15			232		151		383	
2:30			6		2		8		14:30			234		129		363	
2:45			4	20	5	20	9	40	14:45			322	954	129	562	451	1516
3:00			5		2		7		15:00			262		111		373	
3:15			6		10		16		15:15			284		130		414	
3:30			4		6		10		15:30			306		131		437	
3:45			8	23	7	25	15	48	15:45			352	1204	168	540	520	1744
4:00			9		4		13		16:00			416		142		558	
4:15			4		5		9		16:15			364		144		508	
4:30			8		11		19		16:30			395		155		550	
4:45			8	29	8	28	16	57	16:45			354	1529	142	583	496	2112
5:00			15		15		30		17:00			393		159		552	
5:15			17		17		34		17:15			347		155		502	
5:30			21		23		44		17:30			391		146		537	
5:45			27	80	46	101	73	181	17:45			324	1455	140	600	464	2055
6:00			28		44		72		18:00			393		137		530	
6:15			38		58		96		18:15			358		155		513	
6:30			36		63		99		18:30			367		148		515	
6:45			72	174	85	250	157	424	18:45			294	1412	119	559	413	1971
7:00			66		111		177		19:00			272		117		389	
7:15			106		154		260		19:15			194		113		307	
7:30			189		256		445		19:30			234		100		334	
7:45			230	591	232	753	462	1344	19:45			183	883	113	443	296	1326
8:00			258		176		434		20:00			145		101		246	
8:15			139		177		316		20:15			156		102		258	
8:30			115		192		307		20:30			62		100		162	
8:45			126	638	188	733	314	1371	20:45			92	455	101	404	193	859
9:00			113		155		268		21:00			89		75		164	
9:15			123		122		245		21:15			81		86		167	
9:30			131		122		253		21:30			70		73		143	
9:45			100	467	134	533	234	1000	21:45			63	303	57	291	120	594
10:00			108		130		238		22:00			55		56		111	
10:15			132		121		253		22:15			46		44		90	
10:30			118		108		226		22:30			38		59		97	
10:45			141	499	101	460	242	959	22:45			31	170	32	191	63	361
11:00			153		104		257		23:00			24		25		49	
11:15			108		106		214		23:15			16		17		33	
11:30			117		113		230		23:30			23		20		43	
11:45			157	535	116	439	273	974	23:45			21	84	18	80	39	164
TOTALS				3114		3401		6515	TOTALS				9641		5339		14980
SPLIT %				47.8%		52.2%		30.3%	SPLIT %				64.4%		35.6%		69.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,755	8,740	21,495

AM Peak Hour	7:30	7:30	7:30	PM Peak Hour	16:00	16:30	15:45
AM Pk Volume	816	841	1657	PM Pk Volume	1529	611	2136
Pk Hr Factor	0.791	0.821	0.897	Pk Hr Factor	0.919	0.961	0.957
7 - 9 Volume	1229	1486	2715	4 - 6 Volume	2984	1183	4167
7 - 9 Peak Hour	7:30	7:30	7:30	4 - 6 Peak Hour	16:00	16:30	16:00
7 - 9 Pk Volume	816	841	1657	4 - 6 Pk Volume	1529	611	2112
Pk Hr Factor	0.791	0.821	0.897	Pk Hr Factor	0.919	0.961	0.946


Prepared by National Data & Surveying Services
Project #: CA24_020271_017
City: Monterey Park
Location: Garvey Ave Bet S Fremont Ave & N/S
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1800
1600
1400
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Garvey Ave Bet N/S Atlantic Blvd & N Garfield Ave

Day: Tuesday
Date: 8/27/2024

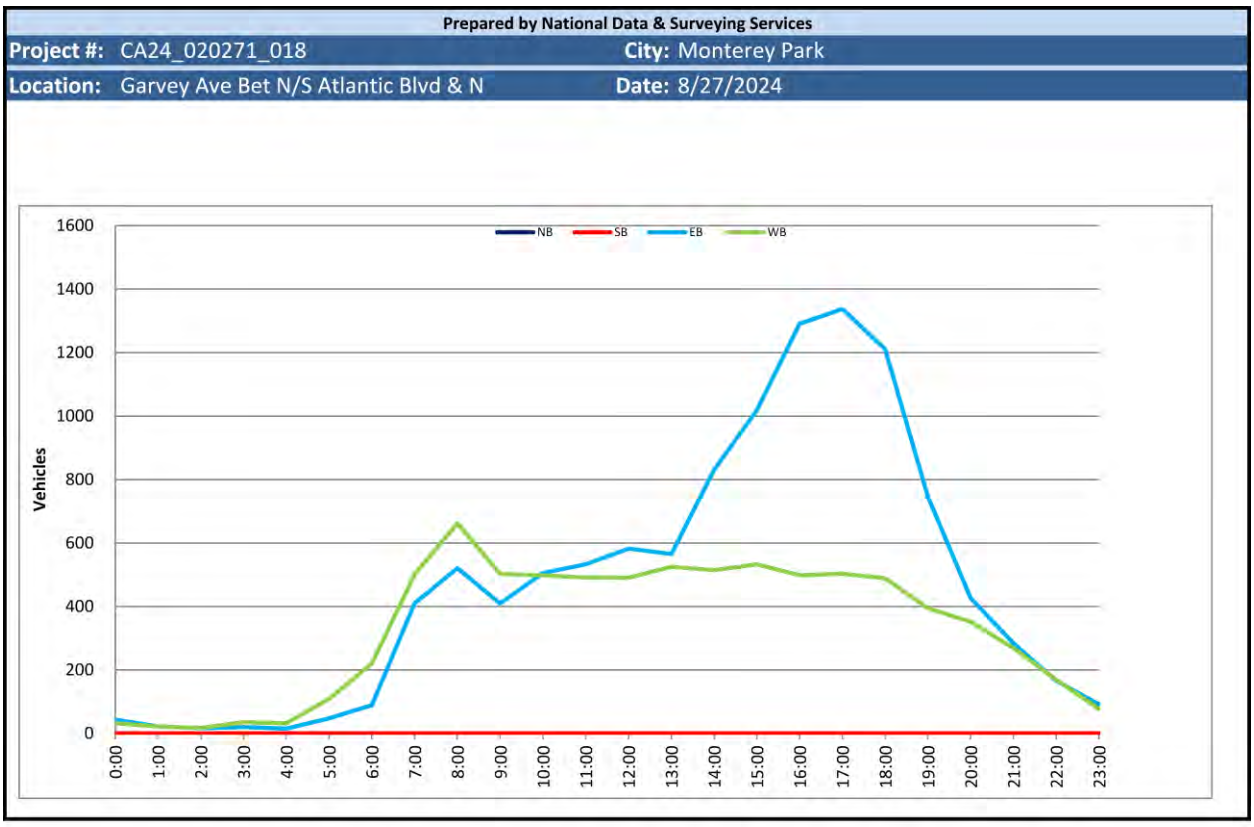
City: Monterey Park
Project #: CA24_020271_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,179	7,934	19,113

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			14		10		24		12:00			140		129		269	
0:15			12		8		20		12:15			148		112		260	
0:30			9		9		18		12:30			147		116		263	
0:45			8	43	5	32	13	75	12:45			147	582	133	490	280	1072
1:00			5		7		12		13:00			132		119		251	
1:15			5		5		10		13:15			116		146		262	
1:30			5		8		13		13:30			140		125		265	
1:45			7	22	2	22	9	44	13:45			177	565	135	525	312	1090
2:00			2		3		5		14:00			153		125		278	
2:15			3		5		8		14:15			181		136		317	
2:30			5		4		9		14:30			217		121		338	
2:45			6	16	5	17	11	33	14:45			279	830	132	514	411	1344
3:00			9		5		14		15:00			216		111		327	
3:15			2		15		17		15:15			252		129		381	
3:30			2		5		7		15:30			253		126		379	
3:45			7	20	10	35	17	55	15:45			297	1018	167	533	464	1551
4:00			4		4		8		16:00			314		147		461	
4:15			3		7		10		16:15			321		120		441	
4:30			3		5		8		16:30			347		116		463	
4:45			5	15	16	32	21	47	16:45			309	1291	115	498	424	1789
5:00			9		14		23		17:00			343		134		477	
5:15			5		23		28		17:15			329		131		460	
5:30			16		31		47		17:30			344		112		456	
5:45			17	47	41	109	58	156	17:45			321	1337	126	503	447	1840
6:00			11		27		38		18:00			335		137		472	
6:15			24		53		77		18:15			292		117		409	
6:30			20		65		85		18:30			311		149		460	
6:45			34	89	75	220	109	309	18:45			273	1211	86	489	359	1700
7:00			52		63		115		19:00			223		93		316	
7:15			64		113		177		19:15			170		96		266	
7:30			127		163		290		19:30			182		96		278	
7:45			167	410	162	501	329	911	19:45			172	747	109	394	281	1141
8:00			195		151		346		20:00			125		102		227	
8:15			116		190		306		20:15			125		87		212	
8:30			94		178		272		20:30			87		86		173	
8:45			116	521	143	662	259	1183	20:45			90	427	77	352	167	779
9:00			89		117		206		21:00			88		71		159	
9:15			102		120		222		21:15			64		82		146	
9:30			103		122		225		21:30			66		60		126	
9:45			115	409	143	502	258	911	21:45			66	284	56	269	122	553
10:00			101		141		242		22:00			45		48		93	
10:15			136		123		259		22:15			39		40		79	
10:30			127		118		245		22:30			45		43		88	
10:45			141	505	116	498	257	1003	22:45			37	166	38	169	75	335
11:00			141		118		259		23:00			33		27		60	
11:15			114		133		247		23:15			26		12		38	
11:30			132		111		243		23:30			17		22		39	
11:45			146	533	129	491	275	1024	23:45			15	91	16	77	31	168
TOTALS				2630		3121		5751	TOTALS				8549		4813		13362
SPLIT %				45.7%		54.3%		30.1%	SPLIT %				64.0%		36.0%		69.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,179	7,934	19,113

AM Peak Hour	7:30	7:45	7:30	PM Peak Hour	17:00	15:15	17:00
AM Pk Volume	605	681	1271	PM Pk Volume	1337	569	1840
Pk Hr Factor	0.776	0.896	0.918	Pk Hr Factor	0.972	0.852	0.964
7 - 9 Volume	931	1163	2094	4 - 6 Volume	2628	1001	3629
7 - 9 Peak Hour	7:30	7:45	7:30	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	605	681	1271	4 - 6 Pk Volume	1337	503	1840
Pk Hr Factor	0.776	0.896	0.918	Pk Hr Factor	0.972	0.938	0.964


Prepared by National Data & Surveying Services
Project #: CA24_020271_018
City: Monterey Park
Location: Garvey Ave Bet N/S Atlantic Blvd & N
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1600
1400
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Garvey Ave Bet N Garfield Ave & New Avenue

Day: Tuesday
Date: 8/27/2024

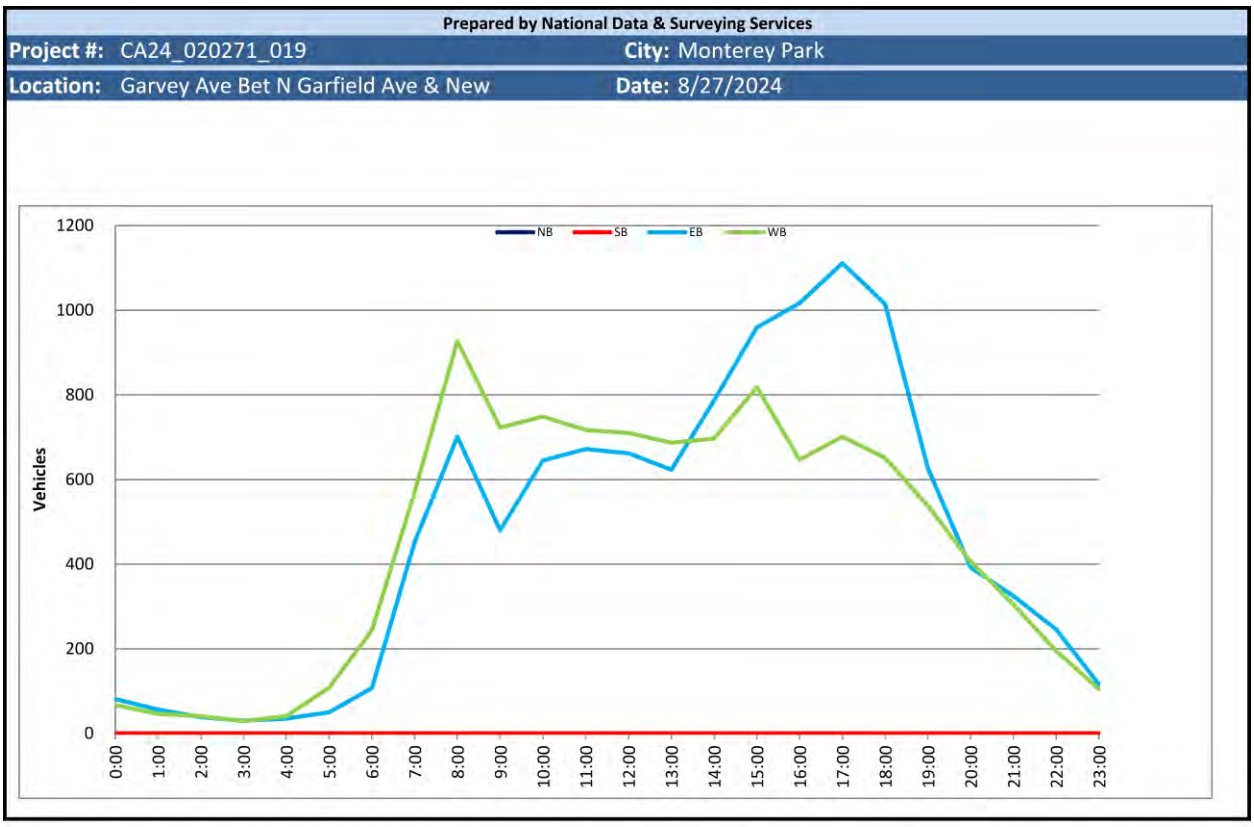
City: Monterey Park
Project #: CA24_020271_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,227	10,721	21,948

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			22		23		45		12:00			166		184		350	
0:15			18		19		37		12:15			172		182		354	
0:30			26		16		42		12:30			155		166		321	
0:45			15	81	9	67	24	148	12:45			169	662	178	710	347	1372
1:00			11		12		23		13:00			165		171		336	
1:15			17		14		31		13:15			132		181		313	
1:30			14		10		24		13:30			162		161		323	
1:45			14	56	10	46	24	102	13:45			164	623	174	687	338	1310
2:00			4		8		12		14:00			170		169		339	
2:15			13		6		19		14:15			220		161		381	
2:30			11		12		23		14:30			183		168		351	
2:45			10	38	15	41	25	79	14:45			214	787	199	697	413	1484
3:00			7		1		8		15:00			215		179		394	
3:15			9		13		22		15:15			246		177		423	
3:30			6		10		16		15:30			259		196		455	
3:45			8	30	5	29	13	59	15:45			239	959	266	818	505	1777
4:00			9		7		16		16:00			233		172		405	
4:15			7		9		16		16:15			251		174		425	
4:30			6		10		16		16:30			284		142		426	
4:45			13	35	15	41	28	76	16:45			249	1017	159	647	408	1664
5:00			8		17		25		17:00			254		179		433	
5:15			10		32		42		17:15			302		184		486	
5:30			18		21		39		17:30			294		172		466	
5:45			14	50	38	108	52	158	17:45			261	1111	166	701	427	1812
6:00			16		48		64		18:00			276		196		472	
6:15			26		56		82		18:15			236		166		402	
6:30			27		65		92		18:30			255		146		401	
6:45			38	107	74	243	112	350	18:45			248	1015	143	651	391	1666
7:00			55		91		146		19:00			181		137		318	
7:15			96		145		241		19:15			164		141		305	
7:30			113		148		261		19:30			145		123		268	
7:45			188	452	186	570	374	1022	19:45			137	627	137	538	274	1165
8:00			246		235		481		20:00			153		108		261	
8:15			221		270		491		20:15			81		117		198	
8:30			111		237		348		20:30			80		91		171	
8:45			123	701	185	927	308	1628	20:45			78	392	90	406	168	798
9:00			107		164		271		21:00			101		71		172	
9:15			107		175		282		21:15			75		92		167	
9:30			138		167		305		21:30			69		74		143	
9:45			128	480	217	723	345	1203	21:45			80	325	68	305	148	630
10:00			151		211		362		22:00			65		64		129	
10:15			166		184		350		22:15			65		44		109	
10:30			165		164		329		22:30			59		60		119	
10:45			163	645	190	749	353	1394	22:45			57	246	27	195	84	441
11:00			160		155		315		23:00			34		37		71	
11:15			169		192		361		23:15			29		28		57	
11:30			170		182		352		23:30			28		17		45	
11:45			173	672	188	717	361	1389	23:45			25	116	23	105	48	221
TOTALS				3347		4261		7608	TOTALS				7880		6460		14340
SPLIT %				44.0%		56.0%		34.7%	SPLIT %				55.0%		45.0%		65.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,227	10,721	21,948

AM Peak Hour	7:30	7:45	7:45	PM Peak Hour	17:15	15:00	17:15
AM Pk Volume	768	928	1694	PM Pk Volume	1133	818	1851
Pk Hr Factor	0.780	0.859	0.863	Pk Hr Factor	0.938	0.769	0.952
7 - 9 Volume	1153	1497	2650	4 - 6 Volume	2128	1348	3476
7 - 9 Peak Hour	7:30	7:45	7:45	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	768	928	1694	4 - 6 Pk Volume	1111	701	1812
Pk Hr Factor	0.780	0.859	0.863	Pk Hr Factor	0.920	0.952	0.932


Prepared by National Data & Surveying Services
Project #: CA24_020271_019
City: Monterey Park
Location: Garvey Ave Bet N Garfield Ave & New
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

N Orange Ave Bet E Hellman Avenue & E Garvey Avenue

Day: Tuesday
Date: 8/27/2024

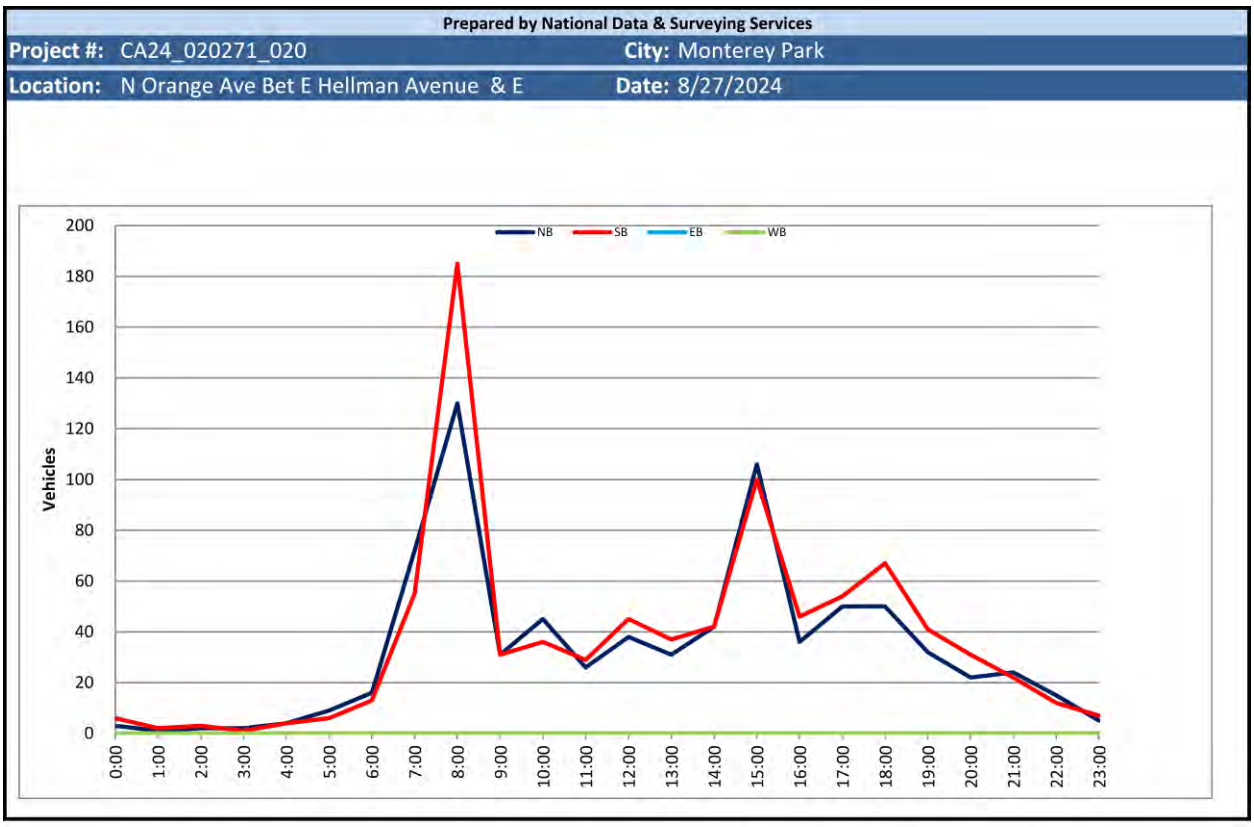
City: Monterey Park
Project #: CA24_020271_020

DAILY TOTALS	NB	SB	EB	WB	Total
	792	875	0	0	1,667

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	1		2				3		12:00	9		8				17	
0:15	2		1				3		12:15	10		11				21	
0:30	0		1				1		12:30	9		15				24	
0:45	0	3	2	6			2	9	12:45	10	38	11	45			21	83
1:00	0		1				1		13:00	10		17				27	
1:15	0		1				1		13:15	6		10				16	
1:30	1		0				1		13:30	9		5				14	
1:45	0	1	0	2			0	3	13:45	6	31	5	37			11	68
2:00	0		1				1		14:00	7		13				20	
2:15	0		0				0		14:15	12		8				20	
2:30	0		0				0		14:30	8		8				16	
2:45	2	2	2	3			4	5	14:45	15	42	13	42			28	84
3:00	0		1				1		15:00	19		11				30	
3:15	1		0				1		15:15	33		20				53	
3:30	1		0				1		15:30	36		39				75	
3:45	0	2	0	1			0	3	15:45	18	106	30	100			48	206
4:00	0		2				2		16:00	11		12				23	
4:15	2		1				3		16:15	7		5				12	
4:30	0		0				0		16:30	11		11				22	
4:45	2	4	1	4			3	8	16:45	7	36	18	46			25	82
5:00	2		3				5		17:00	12		13				25	
5:15	2		1				3		17:15	13		11				24	
5:30	2		0				2		17:30	8		16				24	
5:45	3	9	2	6			5	15	17:45	17	50	14	54			31	104
6:00	4		1				5		18:00	18		15				33	
6:15	2		5				7		18:15	13		18				31	
6:30	6		2				8		18:30	10		16				26	
6:45	4	16	5	13			9	29	18:45	9	50	18	67			27	117
7:00	7		4				11		19:00	10		11				21	
7:15	20		7				27		19:15	8		9				17	
7:30	9		12				21		19:30	6		10				16	
7:45	36	72	32	55			68	127	19:45	8	32	11	41			19	73
8:00	61		69				130		20:00	3		7				10	
8:15	50		85				135		20:15	5		10				15	
8:30	7		23				30		20:30	6		9				15	
8:45	12	130	8	185			20	315	20:45	8	22	5	31			13	53
9:00	11		9				20		21:00	9		6				15	
9:15	7		7				14		21:15	3		9				12	
9:30	7		6				13		21:30	7		4				11	
9:45	6	31	9	31			15	62	21:45	5	24	3	22			8	46
10:00	14		11				25		22:00	4		7				11	
10:15	8		8				16		22:15	3		2				5	
10:30	14		10				24		22:30	5		2				7	
10:45	9	45	7	36			16	81	22:45	3	15	1	12			4	27
11:00	7		9				16		23:00	4		0				4	
11:15	8		6				14		23:15	1		3				4	
11:30	7		6				13		23:30	0		3				3	
11:45	4	26	8	29			12	55	23:45	0	5	1	7			1	12
TOTALS		341		371				712	TOTALS		451		504				955
SPLIT %		47.9%		52.1%				42.7%	SPLIT %		47.2%		52.8%				57.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	792	875	0	0	1,667

AM Peak Hour	7:30	7:45	7:45	PM Peak Hour	15:00	15:15	15:00
AM Pk Volume	156	209	363	PM Pk Volume	106	101	206
Pk Hr Factor	0.639	0.615	0.672	Pk Hr Factor	0.736	0.647	0.687
7 - 9 Volume	202	240	442	4 - 6 Volume	86	100	186
7 - 9 Peak Hour	7:30	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	156	209	363	4 - 6 Pk Volume	50	58	104
Pk Hr Factor	0.639	0.615	0.672	Pk Hr Factor	0.735	0.806	0.839


Prepared by National Data & Surveying Services
Project #: CA24_020271_020
City: Monterey Park
Location: N Orange Ave Bet E Hellman Avenue & E
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
200
180
160
140
120
100
80
60
40
20
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Orange Ave Bet E Garvey Ave & Graves Ave

Day: Tuesday
Date: 8/27/2024

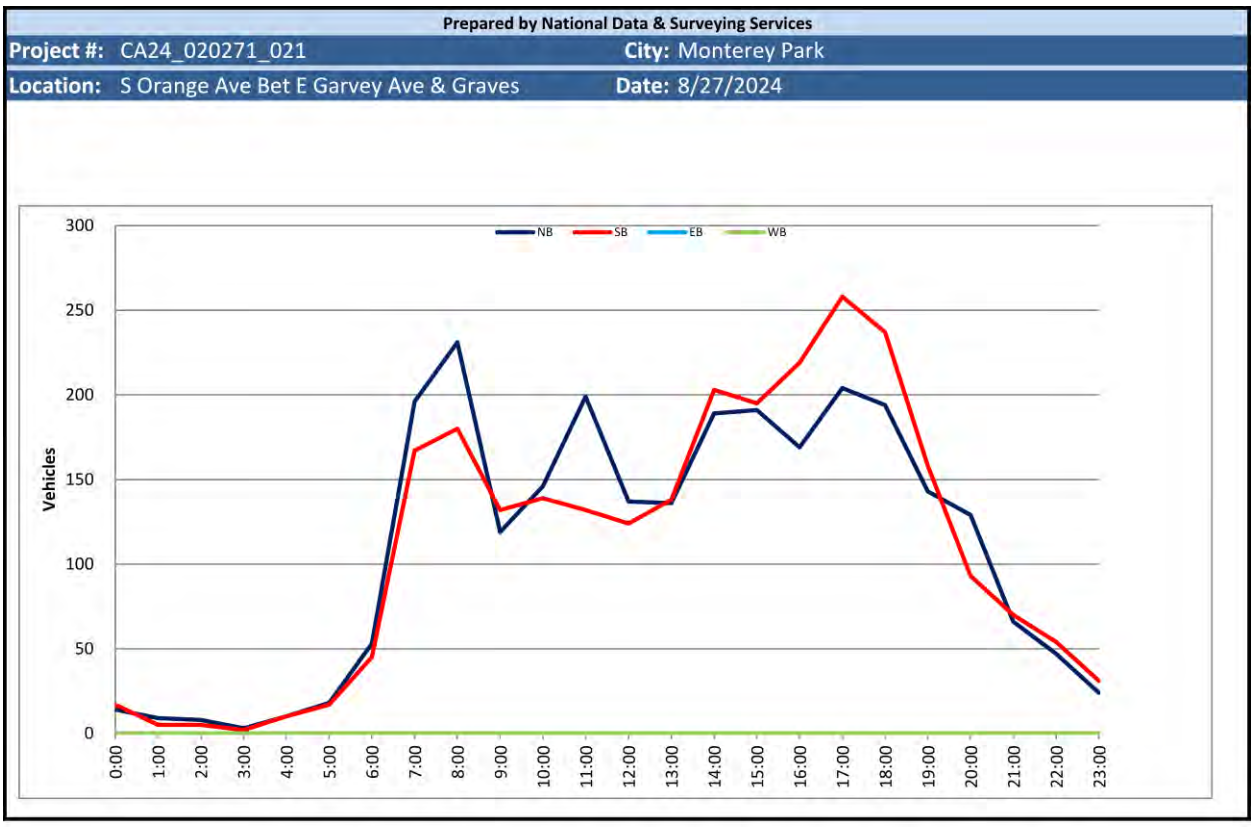
City: Monterey Park
Project #: CA24_020271_021

DAILY TOTALS	NB	SB	EB	WB	Total
	2,635	2,631	0	0	5,266

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	5		5				10		12:00	37		39				76	
0:15	5		2				7		12:15	24		24				48	
0:30	1		5				6		12:30	34		31				65	
0:45	3	14	5	17			8	31	12:45	42	137	30	124			72	261
1:00	2		1				3		13:00	32		31				63	
1:15	3		1				4		13:15	24		31				55	
1:30	1		0				1		13:30	40		36				76	
1:45	3	9	3	5			6	14	13:45	40	136	40	138			80	274
2:00	0		1				1		14:00	31		42				73	
2:15	1		3				4		14:15	43		53				96	
2:30	6		0				6		14:30	60		53				113	
2:45	1	8	1	5			2	13	14:45	55	189	55	203			110	392
3:00	1		2				3		15:00	47		40				87	
3:15	1		0				1		15:15	43		50				93	
3:30	0		0				0		15:30	51		49				100	
3:45	1	3	0	2			1	5	15:45	50	191	56	195			106	386
4:00	2		2				4		16:00	48		62				110	
4:15	1		1				2		16:15	41		49				90	
4:30	2		4				6		16:30	40		54				94	
4:45	5	10	3	10			8	20	16:45	40	169	54	219			94	388
5:00	5		2				7		17:00	35		63				98	
5:15	4		4				8		17:15	45		71				116	
5:30	5		3				8		17:30	57		64				121	
5:45	4	18	8	17			12	35	17:45	67	204	60	258			127	462
6:00	17		9				26		18:00	55		61				116	
6:15	7		11				18		18:15	50		67				117	
6:30	10		10				20		18:30	49		52				101	
6:45	19	53	15	45			34	98	18:45	40	194	57	237			97	431
7:00	20		23				43		19:00	30		52				82	
7:15	48		25				73		19:15	37		49				86	
7:30	47		45				92		19:30	41		26				67	
7:45	81	196	74	167			155	363	19:45	35	143	31	158			66	301
8:00	78		68				146		20:00	28		40				68	
8:15	78		42				120		20:15	31		25				56	
8:30	32		36				68		20:30	40		16				56	
8:45	43	231	34	180			77	411	20:45	30	129	12	93			42	222
9:00	25		33				58		21:00	24		27				51	
9:15	30		27				57		21:15	14		19				33	
9:30	36		32				68		21:30	16		13				29	
9:45	28	119	40	132			68	251	21:45	12	66	11	70			23	136
10:00	33		32				65		22:00	10		15				25	
10:15	39		35				74		22:15	11		16				27	
10:30	30		40				70		22:30	13		13				26	
10:45	44	146	32	139			76	285	22:45	13	47	10	54			23	101
11:00	38		35				73		23:00	9		14				23	
11:15	55		34				89		23:15	5		8				13	
11:30	62		32				94		23:30	4		7				11	
11:45	44	199	31	132			75	331	23:45	6	24	2	31			8	55
TOTALS		1006		851				1857	TOTALS		1629		1780				3409
SPLIT %		54.2%		45.8%				35.3%	SPLIT %		47.8%		52.2%				64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,635	2,631	0	0	5,266

AM Peak Hour	7:30	7:30	7:30	PM Peak Hour	17:30	17:00	17:30
AM Pk Volume	284	229	513	PM Pk Volume	229	258	481
Pk Hr Factor	0.877	0.774	0.827	Pk Hr Factor	0.854	0.908	0.947
7 - 9 Volume	427	347	774	4 - 6 Volume	373	477	850
7 - 9 Peak Hour	7:30	7:30	7:30	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	284	229	513	4 - 6 Pk Volume	204	258	462
Pk Hr Factor	0.877	0.774	0.827	Pk Hr Factor	0.761	0.908	0.909


Prepared by National Data & Surveying Services
Project #: CA24_020271_021
City: Monterey Park
Location: S Orange Ave Bet E Garvey Ave & Graves
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
300
250
200
150
100
50
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Orange Ave Bet Graves Ave & Metro Dr

Day: Tuesday
Date: 8/27/2024

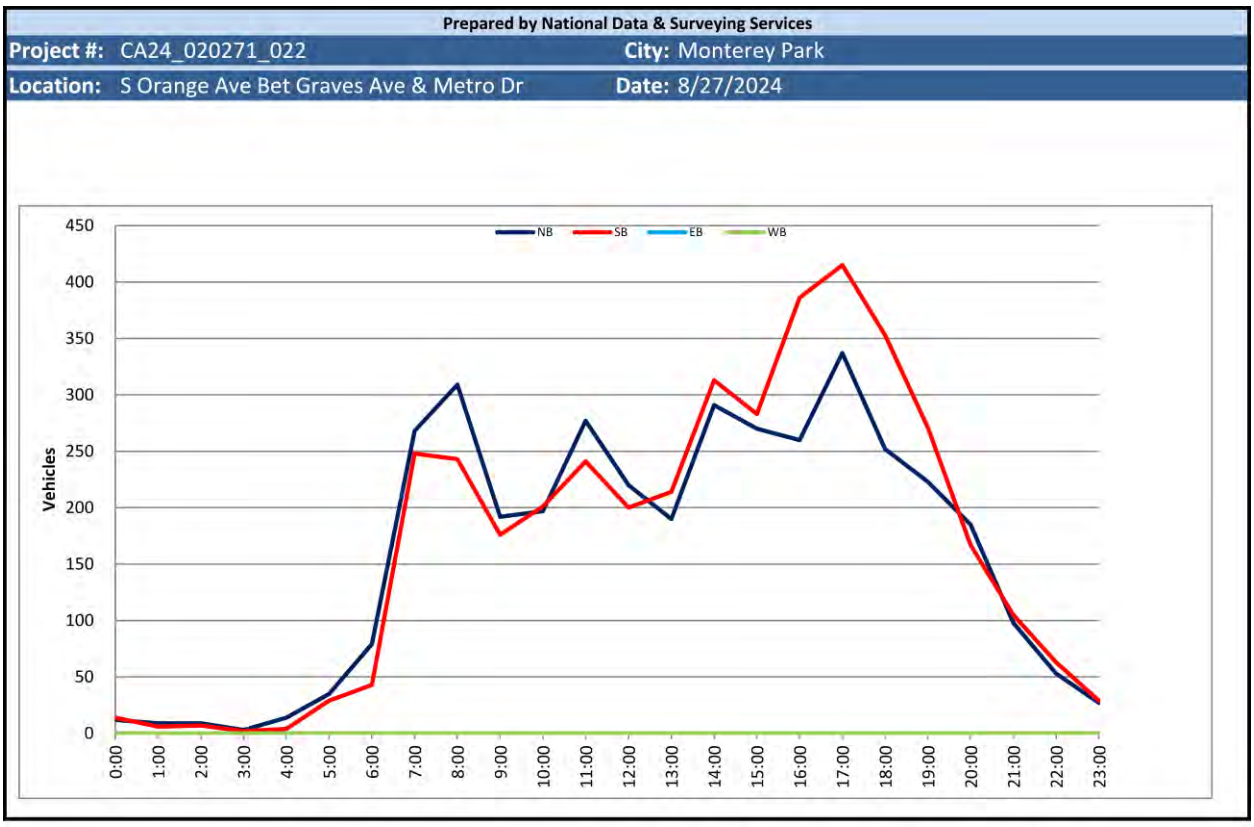
City: Monterey Park
Project #: CA24_020271_022

DAILY TOTALS	NB	SB	EB	WB	Total
	3,810	4,013	0	0	7,823

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	5		4				9		12:00	55		58				113	
0:15	3		2				5		12:15	50		52				102	
0:30	1		4				5		12:30	53		46				99	
0:45	3	12	4	14			7	26	12:45	62	220	44	200			106	420
1:00	2		2				4		13:00	42		50				92	
1:15	3		1				4		13:15	42		55				97	
1:30	0		1				1		13:30	49		54				103	
1:45	4	9	2	6			6	15	13:45	57	190	55	214			112	404
2:00	1		1				2		14:00	61		67				128	
2:15	0		3				3		14:15	65		76				141	
2:30	7		0				7		14:30	65		77				142	
2:45	1	9	3	7			4	16	14:45	100	291	93	313			193	604
3:00	2		1				3		15:00	66		61				127	
3:15	0		0				0		15:15	56		67				123	
3:30	0		0				0		15:30	72		74				146	
3:45	1	3	1	2			2	5	15:45	76	270	81	283			157	553
4:00	2		1				3		16:00	69		94				163	
4:15	3		1				4		16:15	66		92				158	
4:30	5		0				5		16:30	67		91				158	
4:45	4	14	2	4			6	18	16:45	58	260	109	386			167	646
5:00	9		5				14		17:00	68		91				159	
5:15	5		4				9		17:15	65		115				180	
5:30	10		6				16		17:30	95		102				197	
5:45	11	35	14	29			25	64	17:45	109	337	107	415			216	752
6:00	20		7				27		18:00	68		88				156	
6:15	10		9				19		18:15	80		106				186	
6:30	17		12				29		18:30	60		70				130	
6:45	32	79	15	43			47	122	18:45	44	252	89	353			133	605
7:00	30		35				65		19:00	46		72				118	
7:15	63		23				86		19:15	53		87				140	
7:30	74		72				146		19:30	71		55				126	
7:45	101	268	118	248			219	516	19:45	53	223	57	271			110	494
8:00	81		98				179		20:00	47		51				98	
8:15	114		57				171		20:15	52		43				95	
8:30	53		49				102		20:30	45		34				79	
8:45	61	309	39	243			100	552	20:45	41	185	39	167			80	352
9:00	44		41				85		21:00	38		32				70	
9:15	50		38				88		21:15	22		31				53	
9:30	53		42				95		21:30	21		17				38	
9:45	45	192	55	176			100	368	21:45	17	98	25	105			42	203
10:00	46		52				98		22:00	17		20				37	
10:15	54		44				98		22:15	13		20				33	
10:30	44		53				97		22:30	8		14				22	
10:45	53	197	52	201			105	398	22:45	15	53	9	63			24	116
11:00	49		63				112		23:00	10		11				21	
11:15	77		67				144		23:15	7		6				13	
11:30	89		60				149		23:30	1		7				8	
11:45	62	277	51	241			113	518	23:45	9	27	5	29			14	56
TOTALS		1404		1214				2618	TOTALS		2406		2799				5205
SPLIT %		53.6%		46.4%				33.5%	SPLIT %		46.2%		53.8%				66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,810	4,013	0	0	7,823

AM Peak Hour	7:30	7:30	7:30	PM Peak Hour	17:30	16:45	17:30
AM Pk Volume	370	345	715	PM Pk Volume	352	417	755
Pk Hr Factor	0.811	0.731	0.816	Pk Hr Factor	0.807	0.907	0.874
7 - 9 Volume	577	491	1068	4 - 6 Volume	597	801	1398
7 - 9 Peak Hour	7:30	7:30	7:30	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	370	345	715	4 - 6 Pk Volume	337	417	752
Pk Hr Factor	0.811	0.731	0.816	Pk Hr Factor	0.773	0.907	0.870


Prepared by National Data & Surveying Services
Project #: CA24_020271_022
City: Monterey Park
Location: S Orange Ave Bet Graves Ave & Metro Dr
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
450
400
350
300
250
200
150
100
50
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

S Orange Ave Bet Metro Dr & Saturn St

Day: Tuesday
Date: 8/27/2024

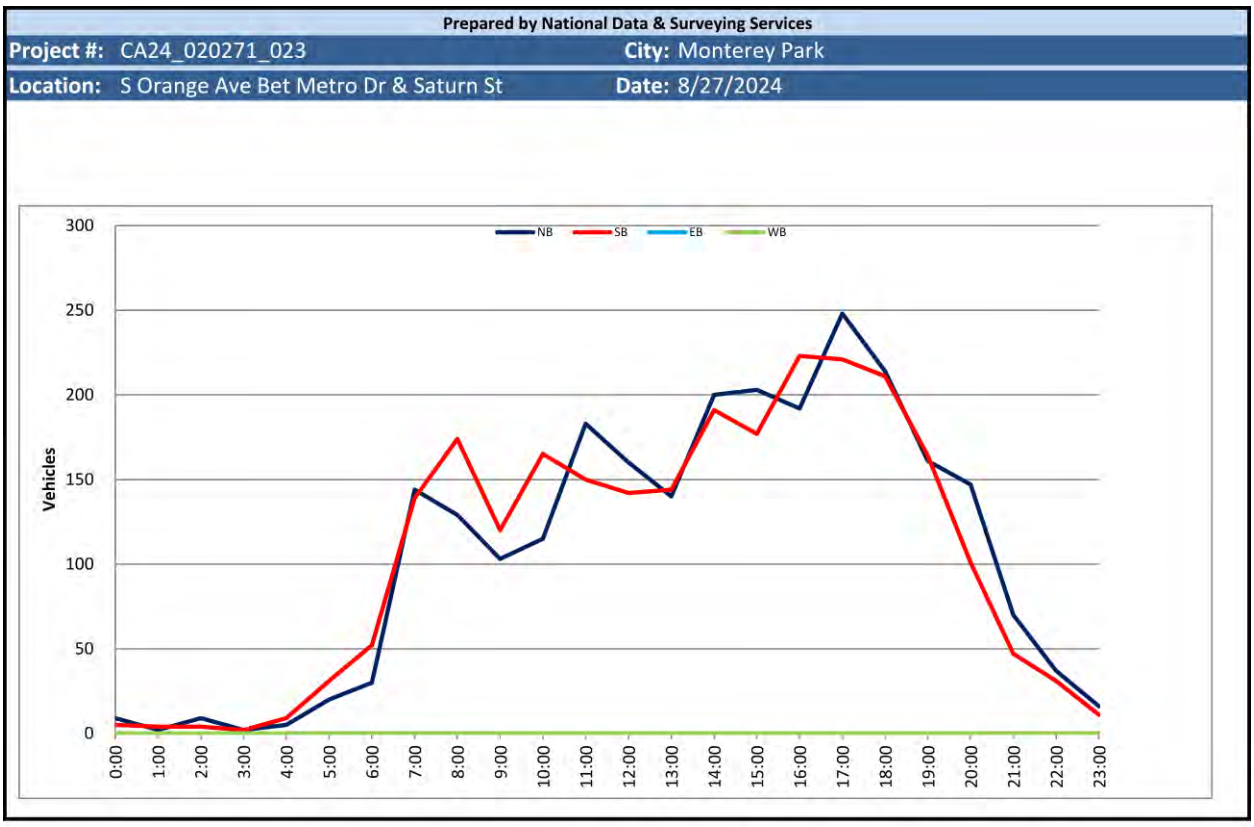
City: Monterey Park
Project #: CA24_020271_023

DAILY TOTALS	NB	SB	EB	WB	Total
	2,539	2,518	0	0	5,057

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	2		1				3		12:00	41		44				85	
0:15	3		2				5		12:15	43		35				78	
0:30	2		2				4		12:30	38		35				73	
0:45	2	9	0	5			2	14	12:45	38	160	28	142			66	302
1:00	0		2				2		13:00	30		37				67	
1:15	1		0				1		13:15	34		32				66	
1:30	1		0				1		13:30	42		37				79	
1:45	0	2	2	4			2	6	13:45	34	140	38	144			72	284
2:00	2		2				4		14:00	56		41				97	
2:15	0		1				1		14:15	48		33				81	
2:30	5		0				5		14:30	53		48				101	
2:45	2	9	1	4			3	13	14:45	43	200	69	191			112	391
3:00	0		1				1		15:00	51		40				91	
3:15	0		0				0		15:15	45		44				89	
3:30	1		0				1		15:30	47		46				93	
3:45	1	2	1	2			2	4	15:45	60	203	47	177			107	380
4:00	0		0				0		16:00	40		58				98	
4:15	2		4				6		16:15	49		53				102	
4:30	2		2				4		16:30	53		58				111	
4:45	1	5	3	9			4	14	16:45	50	192	54	223			104	415
5:00	2		6				8		17:00	50		53				103	
5:15	2		4				6		17:15	64		52				116	
5:30	8		7				15		17:30	60		56				116	
5:45	8	20	14	31			22	51	17:45	74	248	60	221			134	469
6:00	10		11				21		18:00	62		55				117	
6:15	4		12				16		18:15	62		65				127	
6:30	2		12				14		18:30	47		39				86	
6:45	14	30	17	52			31	82	18:45	43	214	52	211			95	425
7:00	20		25				45		19:00	34		50				84	
7:15	36		23				59		19:15	47		41				88	
7:30	38		36				74		19:30	42		38				80	
7:45	50	144	55	139			105	283	19:45	38	161	35	164			73	325
8:00	42		43				85		20:00	38		30				68	
8:15	28		56				84		20:15	38		30				68	
8:30	34		38				72		20:30	39		18				57	
8:45	25	129	37	174			62	303	20:45	32	147	23	101			55	248
9:00	27		24				51		21:00	26		12				38	
9:15	25		22				47		21:15	13		16				29	
9:30	22		39				61		21:30	14		5				19	
9:45	29	103	35	120			64	223	21:45	17	70	14	47			31	117
10:00	23		37				60		22:00	12		14				26	
10:15	31		39				70		22:15	10		8				18	
10:30	34		46				80		22:30	7		7				14	
10:45	27	115	43	165			70	280	22:45	8	37	2	31			10	68
11:00	39		39				78		23:00	9		3				12	
11:15	51		31				82		23:15	3		3				6	
11:30	48		43				91		23:30	1		4				5	
11:45	45	183	37	150			82	333	23:45	3	16	1	11			4	27
TOTALS		751		855				1606	TOTALS		1788		1663				3451
SPLIT %		46.8%		53.2%				31.8%	SPLIT %		51.8%		48.2%				68.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,539	2,518	0	0	5,057

AM Peak Hour	11:15	7:45	7:30	PM Peak Hour	17:15	17:30	17:30
AM Pk Volume	185	192	348	PM Pk Volume	260	236	494
Pk Hr Factor	0.907	0.857	0.829	Pk Hr Factor	0.878	0.908	0.922
7 - 9 Volume	273	313	586	4 - 6 Volume	440	444	884
7 - 9 Peak Hour	7:15	7:45	7:30	4 - 6 Peak Hour	17:00	16:00	17:00
7 - 9 Pk Volume	166	192	348	4 - 6 Pk Volume	248	223	469
Pk Hr Factor	0.830	0.857	0.829	Pk Hr Factor	0.838	0.961	0.875


Prepared by National Data & Surveying Services
Project #: CA24_020271_023
City: Monterey Park
Location: S Orange Ave Bet Metro Dr & Saturn St
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
300
250
200
150
100
50
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

W Pomona Blvd Bet Gerhart Ave & S Garfield Ave

Day: Tuesday
Date: 8/27/2024

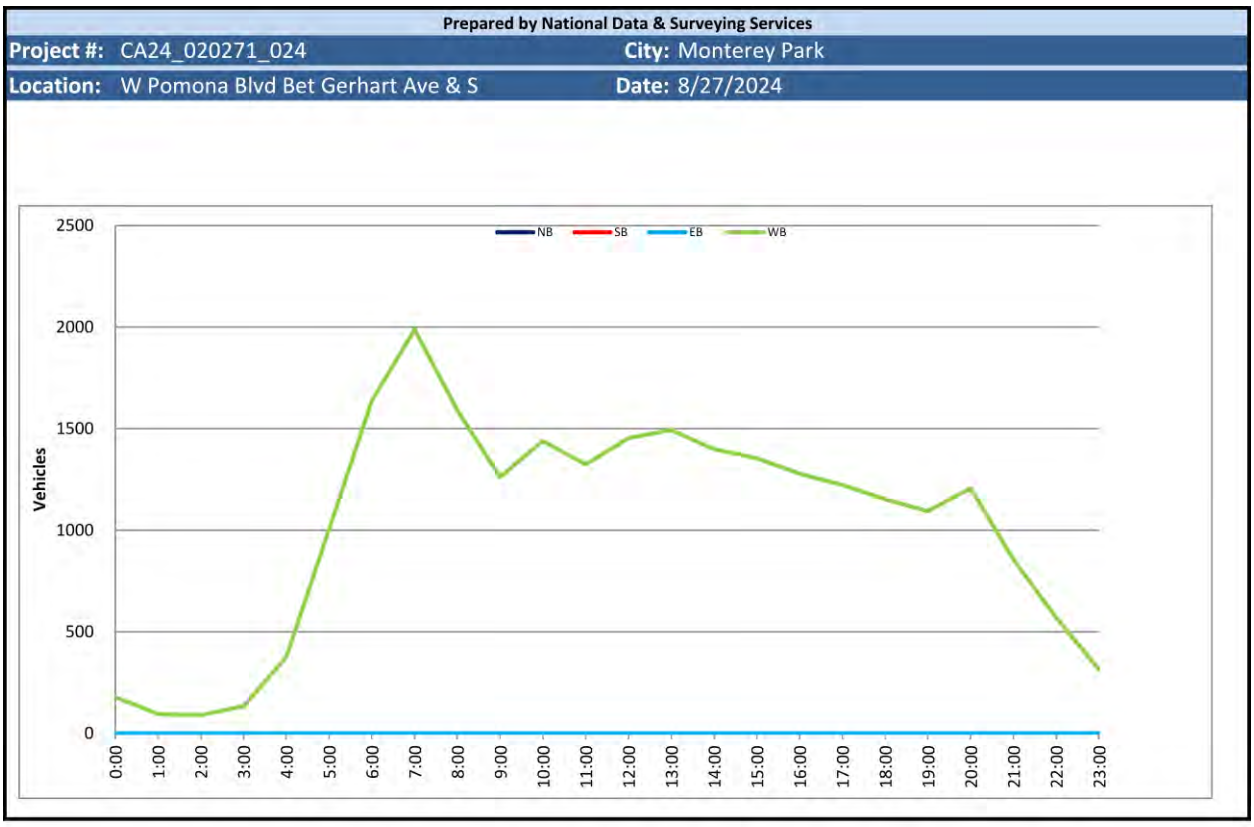
City: Monterey Park
Project #: CA24_020271_024

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	24,520	24,520

AM Period	NB	SB	EB	WB		TOTAL		PM Period	NB	SB	EB	WB		TOTAL	
0:00				54		54		12:00				393		393	
0:15				35		35		12:15				351		351	
0:30				53		53		12:30				362		362	
0:45				37	179	37	179	12:45				348	1454	348	1454
1:00				19		19		13:00				399		399	
1:15				19		19		13:15				369		369	
1:30				26		26		13:30				370		370	
1:45				31	95	31	95	13:45				356	1494	356	1494
2:00				29		29		14:00				353		353	
2:15				21		21		14:15				333		333	
2:30				19		19		14:30				365		365	
2:45				20	89	20	89	14:45				348	1399	348	1399
3:00				25		25		15:00				348		348	
3:15				33		33		15:15				328		328	
3:30				31		31		15:30				322		322	
3:45				46	135	46	135	15:45				356	1354	356	1354
4:00				55		55		16:00				302		302	
4:15				112		112		16:15				306		306	
4:30				101		101		16:30				322		322	
4:45				108	376	108	376	16:45				348	1278	348	1278
5:00				154		154		17:00				309		309	
5:15				218		218		17:15				299		299	
5:30				321		321		17:30				327		327	
5:45				313	1006	313	1006	17:45				288	1223	288	1223
6:00				384		384		18:00				327		327	
6:15				409		409		18:15				282		282	
6:30				419		419		18:30				274		274	
6:45				426	1638	426	1638	18:45				269	1152	269	1152
7:00				438		438		19:00				274		274	
7:15				485		485		19:15				280		280	
7:30				545		545		19:30				268		268	
7:45				520	1988	520	1988	19:45				272	1094	272	1094
8:00				476		476		20:00				329		329	
8:15				411		411		20:15				311		311	
8:30				393		393		20:30				305		305	
8:45				311	1591	311	1591	20:45				262	1207	262	1207
9:00				314		314		21:00				230		230	
9:15				309		309		21:15				228		228	
9:30				320		320		21:30				194		194	
9:45				319	1262	319	1262	21:45				205	857	205	857
10:00				385		385		22:00				175		175	
10:15				324		324		22:15				136		136	
10:30				406		406		22:30				139		139	
10:45				324	1439	324	1439	22:45				121	571	121	571
11:00				328		328		23:00				105		105	
11:15				316		316		23:15				80		80	
11:30				355		355		23:30				75		75	
11:45				325	1324	325	1324	23:45				55	315	55	315
TOTALS					11122		11122	TOTALS					13398		13398
SPLIT %					100.0%		45.4%	SPLIT %					100.0%		54.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	24,520	24,520

AM Peak Hour	7:15	7:15	PM Peak Hour	13:00	13:00
AM Pk Volume	2026	2026	PM Pk Volume	1494	1494
Pk Hr Factor	0.929	0.929	Pk Hr Factor	0.936	0.936
7 - 9 Volume	3579	3579	4 - 6 Volume	2501	2501
7 - 9 Peak Hour	7:15	7:15	4 - 6 Peak Hour	16:15	16:15
7 - 9 Pk Volume	2026	2026	4 - 6 Pk Volume	1285	1285
Pk Hr Factor	0.929	0.929	Pk Hr Factor	0.923	0.923


Prepared by National Data & Surveying Services
Project #: CA24_020271_024
City: Monterey Park
Location: W Pomona Blvd Bet Gerhart Ave & S
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
2500
2000
1500
1000
500
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

E Pomona Blvd Bet S Garfield Ave & E Markland Dr

Day: Tuesday
Date: 8/27/2024

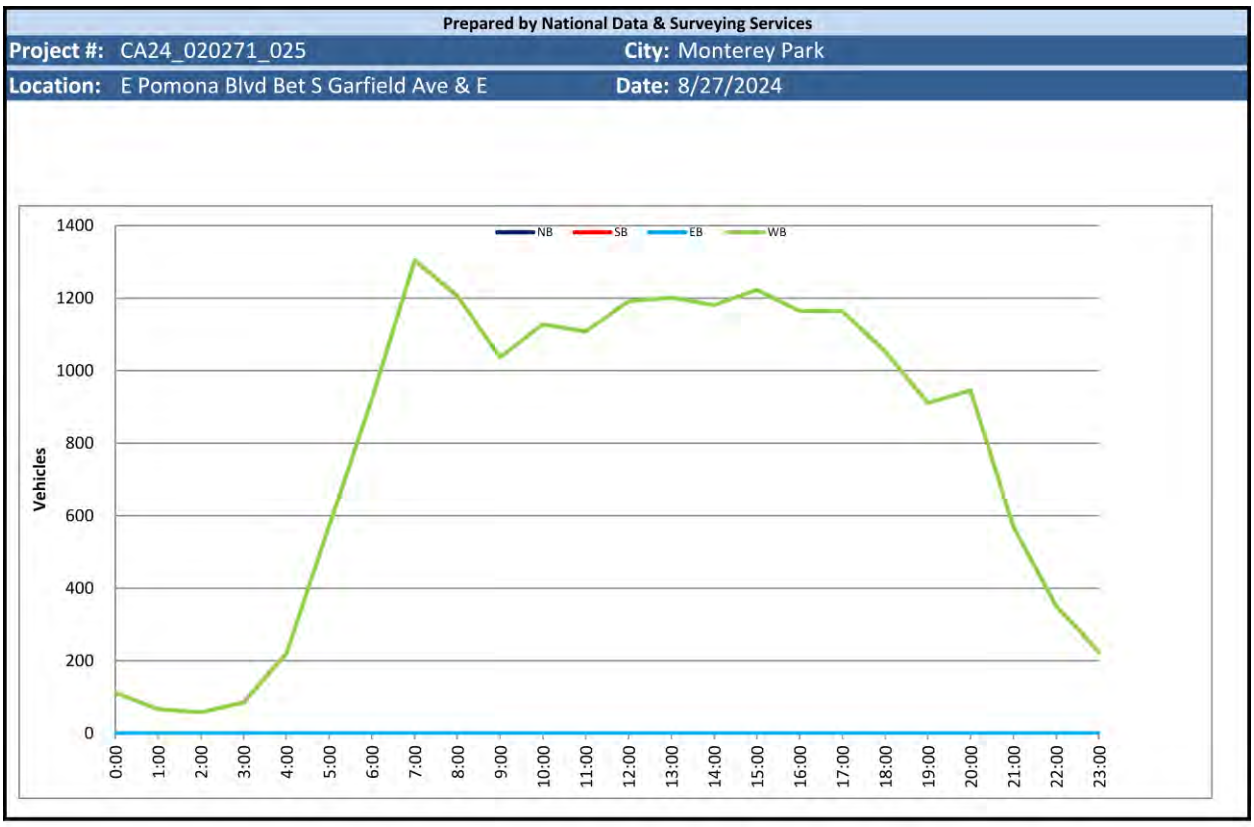
City: Monterey Park
Project #: CA24_020271_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	18,997	18,997

AM Period	NB	SB	EB	WB		TOTAL		PM Period	NB	SB	EB	WB		TOTAL	
0:00				30		30		12:00				313		313	
0:15				23		23		12:15				273		273	
0:30				39		39		12:30				296		296	
0:45				20	112	20	112	12:45				309	1191	309	1191
1:00				16		16		13:00				320		320	
1:15				10		10		13:15				284		284	
1:30				14		14		13:30				307		307	
1:45				27	67	27	67	13:45				290	1201	290	1201
2:00				16		16		14:00				299		299	
2:15				19		19		14:15				277		277	
2:30				11		11		14:30				301		301	
2:45				12	58	12	58	14:45				304	1181	304	1181
3:00				23		23		15:00				293		293	
3:15				20		20		15:15				289		289	
3:30				23		23		15:30				295		295	
3:45				19	85	19	85	15:45				346	1223	346	1223
4:00				29		29		16:00				279		279	
4:15				62		62		16:15				269		269	
4:30				58		58		16:30				286		286	
4:45				71	220	71	220	16:45				331	1165	331	1165
5:00				93		93		17:00				275		275	
5:15				92		92		17:15				304		304	
5:30				193		193		17:30				281		281	
5:45				193	571	193	571	17:45				304	1164	304	1164
6:00				190		190		18:00				307		307	
6:15				226		226		18:15				271		271	
6:30				244		244		18:30				242		242	
6:45				261	921	261	921	18:45				233	1053	233	1053
7:00				284		284		19:00				204		204	
7:15				308		308		19:15				257		257	
7:30				383		383		19:30				202		202	
7:45				329	1304	329	1304	19:45				248	911	248	911
8:00				357		357		20:00				230		230	
8:15				294		294		20:15				256		256	
8:30				303		303		20:30				233		233	
8:45				252	1206	252	1206	20:45				226	945	226	945
9:00				272		272		21:00				170		170	
9:15				244		244		21:15				155		155	
9:30				281		281		21:30				133		133	
9:45				240	1037	240	1037	21:45				112	570	112	570
10:00				261		261		22:00				100		100	
10:15				272		272		22:15				92		92	
10:30				310		310		22:30				92		92	
10:45				285	1128	285	1128	22:45				68	352	68	352
11:00				256		256		23:00				76		76	
11:15				270		270		23:15				53		53	
11:30				296		296		23:30				51		51	
11:45				286	1108	286	1108	23:45				44	224	44	224
TOTALS					7817		7817	TOTALS					11180		11180
SPLIT %					100.0%		41.1%	SPLIT %					100.0%		58.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	18,997	18,997

AM Peak Hour	7:15	7:15	PM Peak Hour	15:00	15:00
AM Pk Volume	1377	1377	PM Pk Volume	1223	1223
Pk Hr Factor	0.899	0.899	Pk Hr Factor	0.884	0.884
7 - 9 Volume	2510	2510	4 - 6 Volume	2329	2329
7 - 9 Peak Hour	7:15	7:15	4 - 6 Peak Hour	16:30	16:30
7 - 9 Pk Volume	1377	1377	4 - 6 Pk Volume	1196	1196
Pk Hr Factor	0.899	0.899	Pk Hr Factor	0.903	0.903


Prepared by National Data & Surveying Services
Project #: CA24_020271_025
City: Monterey Park
Location: E Pomona Blvd Bet S Garfield Ave & E
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1400
1200
1000
800
600
400
200
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

VOLUME

Potrero Grande Dr Bet E Markland Dr & Arroyo Dr

Day: Tuesday
Date: 8/27/2024

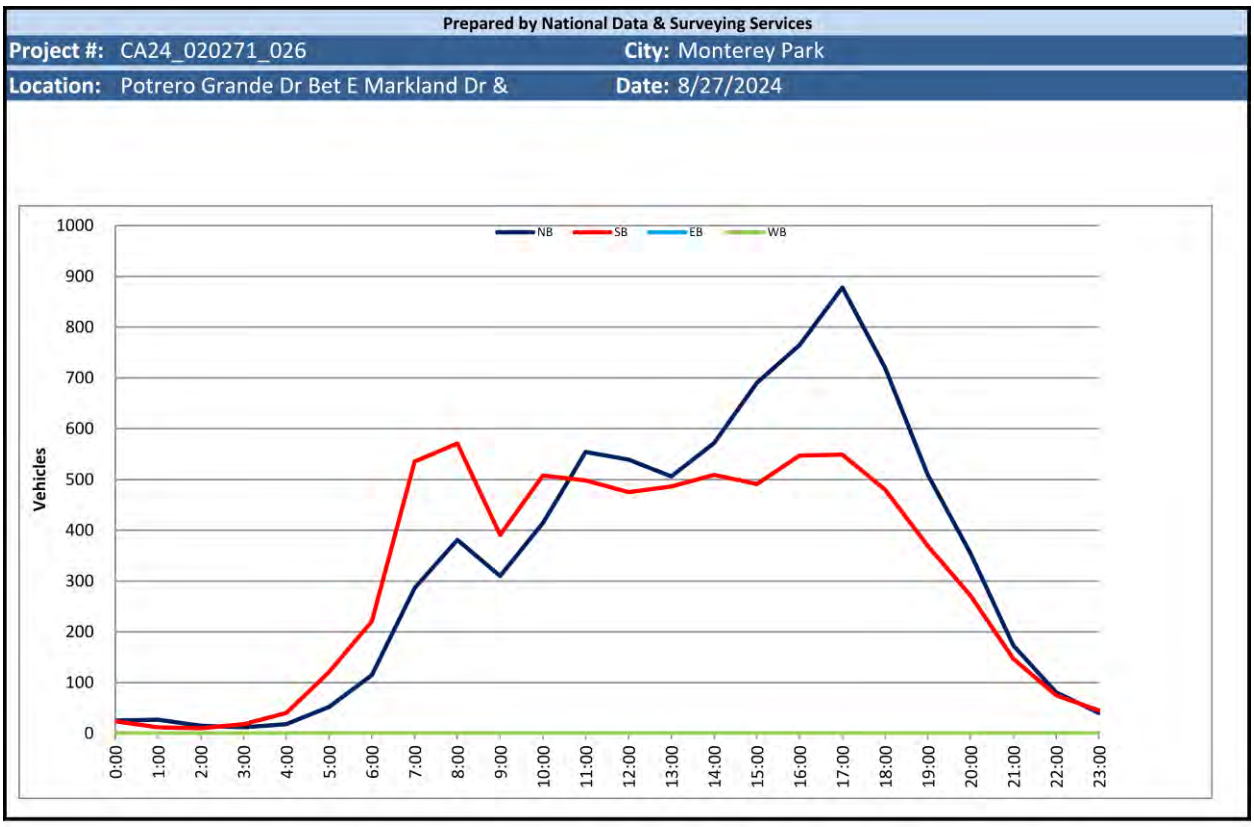
City: Monterey Park
Project #: CA24_020271_026

DAILY TOTALS	NB	SB	EB	WB	Total
	8,036	7,393	0	0	15,429

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	10		10				20		12:00	109		116				225	
0:15	3		4				7		12:15	132		113				245	
0:30	9		7				16		12:30	161		117				278	
0:45	3	25	3	24			6	49	12:45	137	539	129	475			266	1014
1:00	7		1				8		13:00	171		136				307	
1:15	11		1				12		13:15	112		122				234	
1:30	5		2				7		13:30	110		103				213	
1:45	4	27	8	12			12	39	13:45	113	506	125	486			238	992
2:00	2		4				6		14:00	133		108				241	
2:15	6		3				9		14:15	155		104				259	
2:30	4		2				6		14:30	142		146				288	
2:45	3	15	1	10			4	25	14:45	142	572	151	509			293	1081
3:00	0		4				4		15:00	175		110				285	
3:15	2		4				6		15:15	162		139				301	
3:30	4		5				9		15:30	174		115				289	
3:45	6	12	5	18			11	30	15:45	179	690	127	491			306	1181
4:00	2		10				12		16:00	156		121				277	
4:15	3		9				12		16:15	176		151				327	
4:30	4		9				13		16:30	222		140				362	
4:45	9	18	12	40			21	58	16:45	211	765	135	547			346	1312
5:00	10		17				27		17:00	230		123				353	
5:15	6		23				29		17:15	241		139				380	
5:30	16		22				38		17:30	210		139				349	
5:45	20	52	59	121			79	173	17:45	197	878	148	549			345	1427
6:00	21		27				48		18:00	205		131				336	
6:15	19		50				69		18:15	189		131				320	
6:30	35		68				103		18:30	151		113				264	
6:45	40	115	76	221			116	336	18:45	175	720	105	480			280	1200
7:00	46		96				142		19:00	131		105				236	
7:15	63		134				197		19:15	145		88				233	
7:30	78		137				215		19:30	128		87				215	
7:45	99	286	168	535			267	821	19:45	105	509	89	369			194	878
8:00	94		171				265		20:00	93		98				191	
8:15	99		148				247		20:15	120		71				191	
8:30	110		113				223		20:30	87		55				142	
8:45	78	381	139	571			217	952	20:45	54	354	47	271			101	625
9:00	74		92				166		21:00	60		40				100	
9:15	71		98				169		21:15	56		48				104	
9:30	80		105				185		21:30	27		40				67	
9:45	85	310	96	391			181	701	21:45	30	173	19	147			49	320
10:00	93		135				228		22:00	23		18				41	
10:15	92		131				223		22:15	19		27				46	
10:30	121		136				257		22:30	21		25				46	
10:45	108	414	106	508			214	922	22:45	18	81	5	75			23	156
11:00	106		125				231		23:00	14		15				29	
11:15	179		133				312		23:15	8		13				21	
11:30	134		111				245		23:30	10		13				23	
11:45	135	554	129	498			264	1052	23:45	8	40	4	45			12	85
TOTALS		2209		2949				5158	TOTALS		5827		4444				10271
SPLIT %		42.8%		57.2%				33.4%	SPLIT %		56.7%		43.3%				66.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,036	7,393	0	0	15,429

AM Peak Hour	11:15	7:30	11:00	PM Peak Hour	16:30	17:15	16:30
AM Pk Volume	557	624	1052	PM Pk Volume	904	557	1441
Pk Hr Factor	0.778	0.912	0.843	Pk Hr Factor	0.938	0.941	0.948
7 - 9 Volume	667	1106	1773	4 - 6 Volume	1643	1096	2739
7 - 9 Peak Hour	7:45	7:30	7:45	4 - 6 Peak Hour	16:30	16:15	16:30
7 - 9 Pk Volume	402	624	1002	4 - 6 Pk Volume	904	549	1441
Pk Hr Factor	0.914	0.912	0.938	Pk Hr Factor	0.938	0.909	0.948


Prepared by National Data & Surveying Services
Project #: CA24_020271_026
City: Monterey Park
Location: Potrero Grande Dr Bet E Markland Dr &
Date: 8/27/2024
NB
SB
EB
WB
Vehicles
1000
900
800
700
600
500
400
300
200
100
0
0:00
1:00
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ATTACHMENT 2
November 6, 2024 Staff Report

City Council Staff Report

DATE: November 6, 2024

AGENDA ITEM NO: New Business - 5A

TO: The Honorable Mayor and City Council

FROM: Shawn Igoe, Director of Public Works

SUBJECT: Consideration and possible action to introduce and waive first reading of an Ordinance setting speed limits based upon certification of the 2017 Engineering and Traffic Survey for speed limits effective through October 2031 and the 2024 Engineering and Traffic Survey of 26 Locations for speed limits through October 2038

RECOMMENDATION:

It is recommended that the City Council consider:

1. Introducing and waiving first reading for an Ordinance setting speed limits throughout the City; and
2. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

This Ordinance is exempt from review under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq*., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq*., the "CEQA Guidelines") because it consists only of minor revisions and clarifications to an existing code of speed control regulations established in accordance with California law and will not have the effect of deleting or substantially changing any regulatory standards or findings. This Ordinance, therefore, is an action being taken for enhanced protection of the environment and that does not have the potential to cause significant effects on the environment. Consequently, it is categorically exempt in accordance with CEQA Guidelines §§ 15301 as a minor alteration of existing public or private structures involving no expansion of use; 15305 as a minor alteration in land use limitations which do not result in any changes in land use or density; and 15308 as an action taken by a regulatory agency as authorized by California law to assure maintenance or protection of the environment.

BOARD/COMMISSION REVIEW:

The Public Works Director presented a draft engineering and traffic survey evaluating safe and reasonable speed limits 26 segments citywide, including its recommendations, to the Traffic Commission on October 17, 2024. The Traffic Commission was informed that the item would be presented to the City Council for consideration, and it did not express any questions or concerns.

EXECUTIVE SUMMARY:

The City's consultant, Transtech Engineers, Inc., assessed and certified 45 segments listed in the City's 2017 Engineering and Traffic Survey and determined that no significant changes in roadway or traffic conditions have occurred on these segments, (see Attachment 2) including, without limitation, changes in adjoining property or land use, roadway width, or traffic volume, and therefore the posted speed limits are valid for 14 years from the adopted date of the survey effective between October 2017 through October 2031.

Twenty-six of the original 73 segments from the 2017 City-wide speed survey were separately reviewed and a new Engineering and Traffic Survey ("ETS") was completed for these segments.

Transtech Engineers completed the ETS pursuant to California law including, without limitation, Vehicle Code § 627, for the purpose of establishing safe and reasonable speed limits. These may be enforced using radar at pre-determined locations. The ETS recommends reducing the speed limit on the following 14 of the 26 segments included in the ETS:

- Alhambra Avenue between Garvey Avenue and Graves Avenue
- Atlantic Boulevard between Harding Avenue and El Repetto Drive
- Atlantic Boulevard between El Repetto Drive and Floral Drive
- Avenida Cesar Chavez between West City Limit and Atlantic Boulevard
- Floral Drive between Monterey Pass Road and Atlantic Boulevard
- Garfield Avenue between Graves Avenue and El Repetto Drive
- Garfield Avenue between El Repetto Drive and Riggin Street
- Orange Avenue between Hellman Avenue and Garvey Avenue
- Orange Avenue between Garvey Avenue and Graves Avenue
- Orange Avenue between Graves Avenue and Metro Drive
- Orange Avenue between Metro Drive and Saturn Street
- Pomona Boulevard between Gerhart Avenue and Garfield Avenue
- Pomona Boulevard between Garfield Avenue and Markland Drive
- Potrero Grande Drive between Markland Drive and Arroyo Drive

Accordingly, the Public Works Director ("Director") recommends that the City Council consider introducing and waiving first reading of the attached Ordinance.

BACKGROUND:

On November 1, 2017 City Council adopted Ordinance No. 2144, approving the 2017 Traffic Speed Zone Survey for 73 segments within the City. On September 4, 2024 the City adopted Ordinance No. 2248 establishing speed limits for 2 of the 73 segments along Hellman Ave. As part of the evaluation of the Citywide speed limits, Transtech evaluated 45 segments of the City's 2017 Engineering and Traffic Survey and determined that no significant changes in roadway or traffic conditions have occurred on these segments, indicated on the following list, including but not limited to changes in adjoining property or

land use, roadway width, or traffic volume, and therefore the posted speed limits are valid between October 2017 through October 2031.

The following table lists the 45 segments recertified:

Table 1: City of Monterey Park 14-Year Certification of the 2017 Engineering and Traffic Survey Speed Limits
2017 Adopted Speed Limits are Effective until October of 2031

ID	Primary Location	Limits		Street Classification CRS Maps	Adopted 2017 Speed Limit
		Beginning	Ending		
1	Abajo Road	Garvey Avenue	Vagabond Drive	Local	25
2	Ackley Street	Fulton Avenue	Orange Avenue	Collector	25
3	Ackley Street	Orange Avenue	Arroyo Drive	Secondary	25
4	Brightwood Street	Crest Vista Drive	Atlantic Boulevard	Local	25
5	Cadiz Street/Crest Vista Drive	Ridgecrest Street	Atlantic Boulevard	Collector	25
6	Casuda Canyon Drive	Garvey Avenue	Alzado Street	Collector	25
7	Casuda Canyon Drive	Alzado Street	Corporate Center Drive	Collector	30
8	Coral View Street	Garfield Avenue	Fulton Avenue	Collector	25
9	Corporate Center Drive	Ramona Boulevard	Casuda Canyon Drive	Secondary	40
10	Corporate Center Drive	Casuda Canyon Drive	Floral Drive	Secondary	40
11	Crest Vista Drive	Ridgcrest Street	Floral Drive	Collector	25
12	El Repetto Drive	Atlantic Boulevard	Garfield Avenue	Collector	25
13	Emerson Avenue	Atlantic Boulevard	Garfield Avenue	Secondary	25
14	Emerson Avenue	Garfield Avenue	New Avenue	Secondary	25
15	Findlay Avenue	Riggin Street	Pomona Boulevard	Secondary	25
16	First Street	West City Limit	Atlantic Boulevard	Secondary	35
17	Fulton Avenue	Kempton Avenue	Coral View Street	Local/Collector	25
18	Fulton Avenue	Coral View Street	Floral Drive	Collector	30
19	Fulton Avenue	Floral Drive	Pomona Boulevard	Collector	25
20	Grandridge Avenue	Garfield Avenue	El Repetto Drive	Local	25
21	Graves Avenue	Garfield Avenue	New Avenue	Secondary	30
22	Harding Avenue	Atlantic Boulevard	Ramona Avenue	Secondary	25
23	Hillside Street	Ridge Crest Street	Floral Drive	Local	25
24	Kempton Avenue	Lincoln Avenue	Fulton Avenue (s)	Local	25
25	Markland Drive	Riggin Street	Potrero Grande	Local/Collector	25

			Drive		
26	McPherrin Avenue	Garvey Avenue	Harding Avenue	Local	25
27	Monterey Pass Road	Garvey Avenue	Vagabond Road	Secondary	40
28	Monterey Pass Road	Vagabond Road	Floral Drive	Secondary	40
29	New Avenue	Hellman Avenue	Garvey Avenue	Principal Arterial	35
30	New Avenue	Garvey Avenue	Graves Avenue	Secondary	35
31	Newmark Avenue	Atlantic Boulevard	Garfield Avenue	Collector	30
32	Newmark Avenue	Garfield Avenue	New Avenue	Collector	30
33	Ramona Avenue	Garvey Avenue	Garfield Avenue	Collector	25
34	Ramona Boulevard	West City Limits	North City Limits	Secondary	35
35	Ridgcrest Street	Hillside Street	Floral Avenue	Local	25
36	Riggin Street	Atlantic Boulevard	Findlay Avenue	Secondary	35
37	Riggin Street	Findlay Avenue	Garfield Avenue	Secondary	35
38	Riggin Street	Garfield Avenue	Fulton Avenue	Secondary/Local	30
39	Saturn Street	Atlas Avenue	Potrero Grande Drive	Secondary	40
40	Verde Vista Drive	Casuda Canyon Drive	Abajo Drive	Local	25
41	Wilcox Avenue	Kempton Avenue	Coral View Street	Local	25
42	Wilcox Avenue	Coral View Street	Riggin Street	Local/Secondary	25
43	Wilcox Avenue	Riggin Street	Pomona Boulevard	Secondary	35
44	Ynez Avenue	Hellman Avenue	Garvey Avenue	Collector	30
45	Ynez Avenue	Garvey Avenue	Graves Avenue	Local	25

Twenty-six segments were separately studied. Out of those, 14 segments are proposed to be changed as shown in Table 2 below.

When a speed limit is to be posted, it is established to the nearest 5 mph increment of the 85th percentile speed limit of free-flowing traffic. Allowed exceptions are:

- Option 1: A 5 MPH Reduction in 85th% speed by 5 MPH for Rounding Down to Nearest Posted Limit if no further reduction is used.
- Option 2: A 5 MPH from the 85th% speed due to road conditions, high concentration of pedestrian and bicyclist, senior center and land use.
- Option 3: A 5 MPH lower than 85th% speed based on a higher-than-expected collision rate, land use and roadway conditions.

These options were considered as part of the Engineering and Traffic Survey performed.

Table 2: City of Monterey Park 2024 Engineering and Traffic Survey Summary							
ID	Primary Location	Limits		Street Class. (A)	Existing Posted Speed	Change in Limit? Yes/No	Proposed 2024 Speed Limit
		Beginning	Ending				
1	Alhambra Avenue	Hellman Avenue	Garvey Avenue	Collector	30	No	30[1]
2	Alhambra Avenue	Garvey Avenue	Graves Avenue	Collector	35	Yes	30[1]
3	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	Primary	30	No	30[1]
4	Atlantic Boulevard	Garvey Avenue	Harding Avenue	Primary	35	No	35
5	Atlantic Boulevard	Harding Avenue	El Repetto Drive	Primary	40	Yes	35[2]
6	Atlantic Boulevard	El Repetto Drive	Floral Drive	Primary	40	Yes	35[2]
7	Atlantic Boulevard	Floral Drive	First Street	Primary	35	No	35[1]
8	Avenida Cesar Chavez	West City Limit	Atlantic Boulevard	Secondary	35	Yes	30[2]
9	Floral Drive	West City Limit	Monterey Pass Road	Secondary	35	No	35
10	Floral Drive	Monterey Pass Road	Atlantic Boulevard	Secondary	40	Yes	35[2]
11	Garfield Avenue	Hellman Avenue	Newmark Avenue	Primary	30	No	30[1]
12	Garfield Avenue	Newmark Avenue	Graves Avenue	Primary	35	No	35[1]
13	Garfield Avenue	Graves Avenue	El Repetto Drive	Primary	40	Yes	35[2]
14	Garfield Avenue	El Repetto Drive	Riggin Street	Primary	40	Yes	35[2]
15	Garfield Avenue	Riggin Street	Pomona Boulevard	Primary	35	No	35[1]
16	Garvey Avenue	Casuda Canyon Drive	Fremont Avenue	Secondary	40	No	40
17	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	Secondary	40	No	40
18	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	Secondary	30	No	30

19	Garvey Avenue	Garfield Avenue	New Avenue	Secondary	30	No	30[1]
20	Orange Avenue	Hellman Avenue	Garvey Avenue	Secondary	30	Yes	25[2]
21	Orange Avenue	Garvey Avenue	Graves Avenue	Secondary	30	Yes	25[2]
22	Orange Avenue	Graves Avenue	Metro Drive	Secondary	30	Yes	25[2]
23	Orange Avenue	Metro Drive	Saturn Street	Secondary	35	Yes	30[2]
24	Pomona Boulevard	Gerhart Avenue	Garfield Avenue	Primary	40	Yes	35[2]
25	Pomona Boulevard	Garfield Avenue	Markland Drive	Primary	40	Yes	35[2]
26	Potrero Grande Drive	Markland Drive	Arroyo Drive	Primary	45	Yes	40[2]

The purpose of the ETS is to establish updated speed limits that can be enforced using radar. Applicable sections of the California Vehicle Code (CVC) and Department of Transportation California Manual on Uniform Traffic Control Devices (CAMUTCD) were followed so that the posted speed limits can be upheld by the courts and do not constitute a "Speed Trap" as defined by California law.

By preparing the ETS, and after appropriate signage is posted giving notice of the speed limits, the Police Department may use radar and other electronic devices that measure the speed of moving objects to enforce the posted speed limit.

2024-25 STRATEGIC PLAN GOAL:

The proposed Ordinance supports the City's strategic goal to maintain, build and modernize infrastructure and facilities to support the current and future needs of the City and community.

FISCAL IMPACT:

Upon adoption of the proposed resolution, City staff will replace the speed limit signs along the affected 14 segments where speed limits is proposed to be reduced. The cost for sign replacement is included in the City's FY 2024-25 operational budget in Traffic Control account 239-4206-5315

Respectfully submitted by:

Shawn Igoe
Public Works Director

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Karl H. Berger
City Attorney

ATTACHMENT:

1. Ordinance (including Exhibit “A” (ETS))
2. Certification of the 2017 Engineering and Traffic Survey to 14 years
3. 2024 Engineering and Traffic Survey of 26 locations

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Consent Calendar - 3D

TO: The Honorable Mayor and City Council

FROM: Christine Tomikawa, Director of Human Resources and Risk Management

SUBJECT: Consideration and possible action to waive second reading of an Ordinance amending the Monterey Park Municipal Code Chapter 2.32 updating Employee Relations

RECOMMENDATION:

It is recommended that the City Council consider:

1. Waiving second reading and adopting the proposed ordinance amending Chapter 2.32 of Monterey Park Municipal Code ("MPMC") revising Employee Relations procedures; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Ordinance was introduced and first reading was waived at the December 18, 2024 City Council meeting. The initial staff report (from December 18, 2024) is attached for reference. Second reading and adoption of the Ordinance is recommended. If adopted, the ordinance will take effect in 30 days.

Respectfully submitted by:

Christine Tomikawa
Director of Human Resources
and Risk Management

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENTS:

1. Ordinance
2. City Council Staff Report, dated December 18, 2024 (without attachments)

ATTACHMENT 1
Ordinance

ORDINANCE NO. ____

AN ORDINANCE AMENDING MONTEREY PARK MUNICIPAL CODE CHAPTER 2.32 IN ITS ENTIRETY GOVERNING EMPLOYER-EMPLOYEE RELATIONSHIPS AND BARGAINING UNITS.

The City Council of the City of Monterey Park does ordain as follows:

SECTION 1. Monterey Park Municipal Code ("MPMC") Chapter 2.32 is amended in its entirety as set forth in attached Exhibit "A," which is incorporated by reference.

SECTION 2. *Environmental Assessment.* Adoption of this Ordinance is exempt from further environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq*., "CEQA") and CEQA Guidelines (14 California Code of Regulations §§ 15000, *et seq*.) pursuant to CEQA Guidelines § 15061(b)(3) because the Ordinance is for general policies and procedure-making.

SECTION 3. *Preservation.* Repeal of any provision of the MPMC will not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before, this Ordinance's effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

SECTION 4. *Conflicts*. In the event of a conflict between the provisions of this Ordinance and the provisions the MPMC, any other ordinance, or any resolution, the provisions of this Ordinance and the Program govern. The Director is authorized to resolve any ambiguities in the manner set forth in the MPMC. Any such determination must be forwarded to the City Council as an informational item when practicable.

SECTION 5. *Electronic Signatures*. This Ordinance may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 6. *Construction*. This Ordinance must be broadly construed in order to achieve the purposes stated in this Ordinance. It is the City Council's intent that the provisions of this Ordinance be interpreted or implemented by the City and others in a manner that facilitates the purposes set forth in this Ordinance.

SECTION 7. *Severability*. If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

SECTION 8. *Recordation*. The City Clerk, or his duly appointed deputy, is directed to certify the passage and adoption of this Ordinance; cause it to be entered into the City of Monterey Park's book of original ordinances; make a note of the passage and

adoption in the records of this meeting; and, within 15 days after the passage and adoption of this Ordinance, and cause it to be published or posted in accordance with California law.

SECTION 9. *Effective Date.* This Ordinance will take effect on the 30th day following its final passage and adoption.

PASSED AND ADOPTED this _____ day of _____, 2024.

_____
Vinh Ngo, Mayor

ATTEST:

_____
Maychelle Yee, City Clerk

APPROVED AS TO FORM

_____
Karl H. Berger, City Attorney

Exhibit A

EMPLOYEE RELATIONS

2.32.010 Purpose.

2.32.020 Definitions.

2.32.030 Employee groups.

2.32.040 Petition for recognition.

2.32.050 Recognition of majority representatives.

2.32.060 Procedure for decertification of recognized employee organization.

2.32.070 Procedure for modification of established appropriate units.

2.32.080 Procedure for processing severance requests.

2.32.090 Determination of appropriate unit.

2.32.100 Appeals.

2.32.010 Purpose.

This chapter is authorized under Government Code Sections 3500, et seq., and is intended to provide a means to promote full communication between the city and its employees to provide a reasonable method of resolving disputes regarding wages, hours and other terms and conditions of employment. The city must meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations and consider fully such presentations as are made by the employee organization on behalf of its members before to arriving at a determination of policy of course of action.

2.32.020 Definitions.

Unless the contrary is stated or clearly appears from the context, the following definitions govern the construction of the words and phrases used in this chapter. Terms used that are used in Government Code Sections 3500 et seq. have the same meanings as are provided in said code:

"City representative" for all employer-employee relations under this chapter is a committee composed of the city personnel officer as chairman and staffed by additional members consisting of the city manager and other persons as may be from time to time selected by the city manager.

"Day" means calendar day unless expressly stated otherwise

"Employee" means any full time employee of the city except, elective officers, the city manager, or the city attorney.

“Confidential employee” means any employee whose duties would give the employee access to decisions and decision making processes of the city concerning any matters relating to employer-employee relations.

“Employee organization” means either of the following: (a) any organization that includes employees of the city and that has as one of its primary purposes representing those employees in their relations with the city; (b) any organization that seeks to represent employees of the city in their relations with the city.

“Employee representative” means the authorized representative of a recognized employee organization as set forth in this chapter.

“Employee Relations Officer” means the person designated by the city manager or as determined by the administrative code.

“Failure to agree” means the city representative and a recognized employee organization have been unable to reach agreement concerning a subject over which they are required to meet and confer in good faith.

“Mediation and conciliation” means the use of a neutral third person to assist the city representative
and a recognized employee organization to voluntarily reach an accord where there has been a “failure to agree.”

“Meet and confer in good faith” means that the city, or such representatives as it may designate and representative of recognized employee organizations, have the mutual obligation personally to meet and confer to freely exchange information, opinions, and proposals, and to endeavor to reach agreement on matters within the scope of representation.

“Professional employee” means employees engaged in work requiring specialized knowledge and skills attained through completion of a recognized course of instruction, including, but not limited to, attorneys, physicians, registered nurses, engineers, architects, teachers, and the various types of physical, chemical, and biological scientists.“ Recognized employee organization” means an employee organization that the city has formally acknowledged as representing the majority of the employees in a group for recognition designated by the city. An employee organization while so recognized is the only recognized employee organization for employees in such employee group.

“Supervisors and management” means:

A. Any employee having significant responsibilities for formulating and administering city policies and programs including, without limitation the city manager and department heads; and

B. Any employee having authority in the interest of the city to hire, transfer, suspend, lay off, recall, promote, discharge, assign, reward, or discipline other employees, or having the responsibility to direct them or to adjust grievances or to effectively recommend such action if in connection with the foregoing, the exercise of such authority is not of a merely routine or clerical nature, but requires the use of independent judgment.

2.32.030 Employee groups.

To be recognized for the purposes of this chapter, an employee organization must represent a majority of the employees in an employee group.

The city has investigated and studied the work assignments and interest of all city employees. The city has made conclusions based on this study that there are separate and distinct employee groups and that the acknowledgement of these groups will be most conducive to harmonious employer-employee relations and to the efficient operation of the city. The separate employee groups shall be acknowledged by City Council resolution.

Supervisors, management and confidential employees may not represent employees of any group outside their own (if any). Professional employees may seek separate recognition through a professional employee organization. (Ord. 1259 § 1, 1969; prior code § 2253)

2.32.040 Petition for recognition.

Any employee organization which seeks to be recognized as an employee organization representing the employees in an appropriate unit must file with the Employee Relations Officer a petition containing the following information:

A. Name and address of the employee organization;

B. Names and titles of its officers, and mailing and email addresses;

C. Names, email addresses, and telephone numbers of employee organization representatives who are authorized to speak on behalf of the organization in any communication with the city;

D. A copy of the employee organization’s constitution or bylaws contains a statement that the employee organization has as one of its primary purposes representation of the employees in their employment relations with the city.

E. A statement whether the employee organization is a chapter of, or affiliated directly or indirectly in any manner, with a local, regional, state, national or international organization, and, if so, the name and address of each such other organization.

F. A designation of those persons, not exceeding two in number, and their addresses, and/or email addresses, to whom notice sent by regular United States mail and/or email will be deemed sufficient notice on the employee organization for any purpose.

G. A statement that the employee organization has no restriction on membership based on race, color, religion, creed, sex, national origin, age, marital status, sexual orientation, mental or physical disability, medical condition, military or veteran status, gender identity or expression, genetic information, or any other legally-protected classification.

H. The job classifications or position titles of employees in the unit claimed to be appropriate and the approximate number of member employees therein.

I. A statement that the employee organization has in its possession proof of employee support to establish that a majority of the employees in the unit claimed to be appropriate have designated the employee organization to represent them in their employment relations with the city. Such written proof shall be submitted for confirmation to the Employee Relations Officer.

J. A request that the Employee Relations Officer formally acknowledge the petitioning employee organization as the recognized employee organization for purposes of representing the employees in the unit claimed to be appropriate in their relations with the city.

The Petition, including the proof of employee support and all accompanying documentation, shall be declared to be true, correct, and complete, under penalty of perjury, by the duly authorized officer(s) of the employee organization executing it. (Ord. 1259 § 1, 1969; prior code § 2254)

2.32.050 Recognition of majority representatives.

A. City Response to Recognition Petition
After receiving a petition, the Employee Relations Officer must determine whether:

1. There is compliance with the requirements for the filing of a Recognition Petition,

The proposed representation unit is an appropriate unit as required by this chapter. If an affirmative determination is made by the Employee Relations Officer on the foregoing two matters, the Employee Relations Officer will so inform the petitioning employee organization; give written notice of such request for recognition to the employees in the unit; and take no action on the request for 30 days thereafter. If either of the foregoing matters are not affirmatively determined, the Employee Relations Officer must offer to consult with such petitioning employee organization and, if such determination thereafter remains unchanged, shall inform that organization of the reasons in writing.
The petitioning employee organization may appeal such determination in accordance with this chapter.

B. Open Period for Filing Challenging Petition

Within 30 days of the date written notice was given to affected employees that a valid recognition petition for an appropriate unit has been filed, any other employee organization may file a competing request to be formally acknowledged as the recognized employee organization of the employees in the same or in an overlapping unit (one which corresponds with respect to some, but not all the classifications or positions set forth in the recognition petition being challenged), by filing a petition evidencing proof of employee support in the unit claimed to be appropriate of at least 30% support in the unit claimed to be appropriate and otherwise in the same form and manner by this chapter. If such challenging petition seeks establishment of an overlapping unit, the Employee Relations Officer must call for a hearing on such overlapping petitions for the purpose of determining the more appropriate unit, at which time the petitioning employee organizations will be heard. Thereafter, the Employee Relations Officer must determine the appropriate unit or units in accordance with the standards in this chapter and provide written notice of the Employee Relations Office determination to all petitioning employee organizations.

If the petitioning employee organizations do not agree with the decision rendered by the Employee Relations Officer, the petitioning employee organizations have 15 days from the date of when the notice of such unit determination is communicated to them by the Employee Relations Officer to amend their petitions to conform to such determination or to appeal such determination.

C. Granting Recognition Without an Election

If the Petition is deemed compliant by the Employee Relations Officer, and the proof of support shows that a majority of the employees in the unit deemed to be appropriate have designated the petitioning employee organization to represent them, and if no other employee organization filed a challenging petition, the petitioning employee organization and the Employee Relations Officer must request the California State Mediation and Conciliation Service ("SMCS"), or another agreed-upon neutral third party, to review the count, form, accuracy and propriety of the proof of support. If the neutral third party makes an affirmative determination, the Employee Relations Officer must formally acknowledge the petitioning employee organization as the recognized employee organization for the designated unit.

D. Election Procedure

Where recognition is not granted without an election, then, upon determination of an appropriate unit, the Employee Relations Officer must arrange for a secret ballot election to be conducted by a party agreed to by the Employee Relations Officer and the concerned employee organization(s), in accordance with such party's rules and procedures subject to the provisions of this chapter. All employee organizations submitted petitions which determined to conformance with this chapter must be included on the ballot to provide employees the choice of representing themselves individually in their employment relations with the city. Employees entitled to vote in such election shall be those persons employed in regular permanent positions within the designated appropriate unit who were employed during the pay period immediately before the date which ended at least 15 days before the date the election commences, including those who did not work during such period because of illness, vacation or other authorized leaves of absence, and who are employed by the city in the same unit on the date of the election. An employee organization must be formally acknowledged as the recognized employee organization for the designated appropriate unit following an election or run-off election if it received a numerical majority of all valid votes cast in the election. In an election involving three or more choices, where none of the choices receives a majority of the valid votes cast, a run-off election must be conducted between the two choices receiving the largest number of valid votes cast. The rules governing an initial election shall also apply to a run-off election.

There shall be no more than one valid election under this Section 2.32 pursuant to any petition in a 12-month period affecting the same unit.

Should SMCS decline to conduct the election, the parties will cause the election to be conducted by a neutral arbitrator selected from a list of seven names to be provided by SMCS or, if that body for any reason fails to provide such a list, by the American Arbitration Association. The incumbent recognized employee organization may first strike one name, the petitioning organization may then strike one name, the Employee Relations Officer may next strike one name, and alternate so forth until the last name remaining shall be the Election Supervisor.

If the parties cannot agree as to the time, place, and manner of the election, then the Election Supervisor is authorized to unilaterally determine such issues and carry out the election accordingly.

Costs of conducting elections must be borne in equal shares by the city and by each employee organization appearing on the ballot.

Nothing prohibits any city employee the right to organize and join any organization of their choice or refraining from or refusing to join or participate in the activities of employee organizations. (Ord. 1259 § 1, 1969; prior code § 2255)

2.32.060: Procedure for Decertification of Recognized Employee Organization.

A Decertification Petition alleging that the incumbent recognized employee organization no longer represents a majority of the employees in an established appropriate unit may be filed with the Employee Relations Officer only during the month of March of any year following the first full year of recognition or during the 30 day period commencing 120 days before the termination date of a Memorandum of Understanding then having been in effect less than three years, whichever occurs later.

A Decertification Petition may be filed by two or more employees or their representative, or an employee organization, and must contain the following information and documentation declared by the duly authorized signatory under penalty of perjury under the laws of the state of California to be true, correct, and complete:

1. The name, address and telephone number of the petitioner and a designated representative authorized to receive notices or requests for further information.

2. The name of the established appropriate unit and of the incumbent Recognized Employee Organization sought to be decertified as a representative of that unit.

3. An allegation that the incumbent recognized employee organization no longer represents a majority of the employees in the appropriate unit, and any other relevant and material facts relating thereto.

4. Proof of employee support that at least 30% of the employees in the established appropriate unit no longer desire to be represented by the incumbent Recognized Employee Organization. Such proof must be submitted for confirmation to the Employee Relations Officer within the time limits specified in this section.

An employee organization may, in satisfaction of the Decertification Petition requirements set forth in this section, file a Petition under this Section in the form of a Recognition Petition that evidences proof of employee support of at least 30%percent, that includes the allegation and information required under this section.

The Employee Relations Officer must initially determine whether the Petition was filed in compliance with the applicable provisions of this section. If the Employee Relations Officer determines the Petition is not compliant, the Employee Relations Officer must offer to consult with the representative(s) of such petitioning employees or employee organization and, if such determination thereafter remains unchanged, return such Petition to the employees or employee organization with a statement of the reasons in writing.

If the Employee Relations Officer determines the Petition is compliant, or if such a determination is made following appeal, the Employee Relations Officer must give written notice of such Decertification or Recognition Petition to the incumbent recognized employee organization and to unit employees. Upon request, the Employee Relations Officer must provide a copy of the Petition with names and all other identifying information redacted.

Thereafter, the Employee Relations Officer must arrange for a secret ballot election to be held on or about 30 days after such notice to determine the wishes of unit employees as to the question of decertification and, if a Recognition Petition was duly filed hereunder, the question of representation. Such election must be conducted in conformance with chapter.

If, pursuant to this section, a different employee organization is formally acknowledged as the recognized employee organization, such organization is bound by all the terms and conditions of any Memorandum of Understanding then in effect for its remaining term.

2.32.070: Procedure for Modification of Established Appropriate Units.

A. Requests to modify established appropriate units must be submitted in the form of a petition for recognition and, in addition to the requirements, contain a complete statement of all relevant facts and citations in support of the proposed modified. The Employee Relations Officer shall process such petition as recognition petitions are processed.

B. When new classifications are adopted, existing classifications abolished, or when a classification is no longer compatible with the existing bargaining unit under the standards set forth in this chapter, the Employee Relations Officer may propose that an established unit be modified. The Employee Relations Officer must give written notice of the proposed modification(s) to any affected employee organization. Any affected employee organization, may, within seven days after service of notice, request a meeting with the Employee Relations Officer by which to contest the proposal(s). That meeting is informal and may consist of the participating employee organization providing verbal and/or written input regarding its position. Not later than seven days after receiving a request to meet, the Employee Relations Officer must conduct such meeting at which time all affected employee organizations must be heard.

C. Thereafter, the Employee Relations Officer must determine the composition of the appropriate unit or units and give written notice of such determination to the affected employee organizations.

D. The Employee Relations Officer determination may be appealed. If a unit is modified, employee organizations may thereafter file petitions of recognition seeking to become the recognized employee organization for such new appropriate unit(s).

2.32.080: Procedure for Processing Severance Requests.

An employee organization may file a request to become the recognized employee organization of a unit alleged to be appropriate that consists of a group of employees who are already a part of a larger established unit represented by another recognized employee organization. The timing, form and processing of such request are as specified for modification requests.

2.32.090: Determination of Appropriate Unit.

A. The policy objectives in determining the appropriateness of units regarding the effect of a proposed unit are:

1. Efficient operations of the city and its compatibility with the primary responsibility of the city and its employees to effectively and economically serve the public; and

2. Providing employees with effective representation based on recognized community of interest considerations.

B. These policy objectives require that the appropriate unit shall be the broadest feasible grouping of positions that share an identifiable community of interest. Factors to be considered are:

1. Similarity of the general kinds of work performed, types of qualifications required, and the general working conditions.

2. History of representation in the city and in similar employment; except however, that no unit may be deemed to be an appropriate unit solely on the basis of the extent to which employees in the proposed unit have organized.

3. Consistency with the organizational patterns of the city.

4. Number of employees and classifications, and the effect on the administration of employer-employee relations because of the fragmentation of classifications and/or proliferation of units.

5. Effect on the classification structure and impact on the stability of the employer-employee relationship because of dividing a single or related classification among two or more units.

C. Notwithstanding the foregoing provisions, managerial, supervisory, and confidential responsibilities, are determinative factors in establishing appropriate units hereunder. Therefore, such managerial, supervisory, and confidential employees may not represent any employee organization which represents other employees and may only be included in a unit consisting solely of managerial, supervisory, or confidential employees respectively.

2.32.100: Appeals.

A. An employee organization aggrieved by a determination of the Employee Relations Officer that a Recognition Petition, Challenging Petition, Decertification Petition, Determination of an Appropriate Unit, Unit Modification Petition, or Severance Request was not filed in compliance with this chapter may, within 10 calendar days of notice thereof, appeal such determination to the City Manager for final decision.

B. Appeals to the City Manager must be filed in writing with the City Clerk and a copy be provided to the Employee Relations Officer by the appellant. The written appeal must be received by the City Clerk no later than 10 calendar days after the Employee Relations Officer sent a decision. An employee organization’s appeal must state the complete basis for the appeal and be confined to a determination of whether or not the unit resulting from the Employee Relations Officer’s decision was appropriate. The City Manager must issue a final written decision as to whether the Employee Relations Officer’s decision was appropriate. If the City Manager finds the decision was not appropriate, the City Manager will make the final decision.

C. The City Manager must conduct the appeal hearing within 15 calendar days after receiving the appeal and issue a written decision within 15 calendar days after conclusion of the hearing. The City Manager’s decision shall be final and binding. There is no right for an appeal to the city council.

ATTACHMENT 2
City Council Staff Report, dated
December 18, 2024

City Council Staff Report

DATE: December 18, 2024

AGENDA ITEM NO:

TO:	The Honorable Mayor and City Council
FROM:	Christine Tomikawa, Director of Human Resources and Risk Management
SUBJECT:	Amendment to Monterey Park Municipal Code Chapter 2.32 updating Employee Relations

RECOMMENDATION:

It is recommended that the City Council consider:

1. Introducing and waiving first reading of an ordinance amending Chapter 2.32 of Monterey Park Municipal Code ("MPMC") revising Employee Relations procedures; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The City conducted a review of the Employee Relations section in the Monterey Park Municipal Code ("MPMC"). This occurred after the California Public Employment Relations Board ("PERB") found that the City's procedures for recognizing associations/unions were insufficient for making an appropriate union designation. The proposed changes to MPMC Chapter 2.32 provide the appropriate procedures and processes to recognize or appeal new associations/unions. City representatives discussed and reviewed the MPMC section modification with representatives from the current recognized associations/unions. The association/union representatives had an opportunity to meet and discuss the impacts of the revisions and the groups agreed with the revisions. The proposed amendments to the MPMC provide processes and procedures for associations recognition along with appeal and decertification procedures.

ENVIRONMENTAL REVIEW

Adoption of this Ordinance is exempt from further environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq*., "CEQA") and CEQA Guidelines (14 California Code of Regulations §§ 15000, *et seq*.) pursuant to CEQA Guidelines § 15061(b)(3) because the Ordinance is for general policies and procedure-making.

BACKGROUND:

MPMC Chapter 2.32 has not been revised since 1969 and lacks clearly defined processes/procedures related to decertification/severance, appeal, determination of appropriate unit, and various revised definitions, for employee associations/unions. This section of the municipal code is typically referred to as the Employee-Employer Relations Ordinance ("EERO") and is considered a foundational section for union-employer relations.

The representatives from the eight current associations/unions were provided an opportunity to review the changes in the MPMC section, provide input, and review the revisions from the group input. The groups understood the revisions are foundational for appropriate procedures for new associations/unions to be recognized by the City. The current association/union representatives have agreed on the revised MPMC Chapter 2.32.

FISCAL IMPACT:
None

Respectfully submitted by:

Christine Tomikawa
Director of Human Resources
and Risk Management

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Karl H. Berger
City Attorney

ATTACHMENTS:

1. Ordinance
2. Municipal Code 2.32 - Redline

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Consent Calendar - 3E

TO: The Honorable Mayor and City Council

FROM: Chris Thompson, Fire Chief

SUBJECT: Receive and File the Fire Department's 2024 Annual Report.

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing the Fire Department's 2024 Annual Report; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The 2024 Fire Department ("Department") Annual Report provides an overview of the Fire Department's past operational year. The report highlights the Department's goals and accomplishments. Included in the report are some of the major accomplishments made by staff during the past year, highlighting the work performed by Department staff.

To ensure residents and community members are informed of the Department's accomplishments and efforts over the past year, the report is posted on the City's website, under Department's Operations page. The report will also be shared on the City's social media accounts as well.

BACKGROUND:

The Annual Report features information on the six divisions within the Department: (1) Administration, (2) Community Risk Reduction, (3) Operations and Emergency Medical Services, (4) Training and Recruitment, (5) Fire Prevention, and (6) Code Compliance. The report highlights the Department staffing levels, major accomplishments and goals for the next year.

FISCAL IMPACT:

None.

Respectfully submitted by:

Chris Thompson
Fire Chief

Prepared by:

Rebecca Bojorquez
Principal Management Analyst

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENT:

1. Monterey Park Fire Department Annual Report 2024

ATTACHMENT 1
Fire Department Annual Report 2024

CLASS - 1

MONTEREY PARK FIRE DEPARTMENT

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

ANNUAL REPORT 2024

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EXCELLENCE SERVICE COMMUNITY

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URBAN SEARCH & RESCUE

VERDUGO FIRE DISPATCH

FIRE PREVENTION

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FLEET & APPARATUS

ARSON TASK FORCE

WHERE WE ARE GOING

Firefighter Charlie Tullius

Engineer Jeff Wong

MPFD CHIEF'S MESSAGE

FIRE CHIEF CHRIS THOMPSON

As we reflect on the past year, I am proud to present the 2024 Annual Fire Report, showcasing the dedication, resilience, and professionalism of the Monterey Park Fire Department. This report highlights not only our operational achievements, but also our unwavering commitment to serving and protecting the community. This was a special year, with it being the anniversary of 100 years of service protecting the community of Monterey Park.

Over the course of the year, we responded to over 9000 calls for service & incidents, ranging from fires and medical emergencies to disaster responses and community outreach efforts. These statistics, however, only tell part of the story. Behind each response lies countless hours of training, preparation, and teamwork, ensuring that we meet every challenge with the highest standards of service.

We also prioritized community preparedness, fire prevention and public education. Our CERT program, smoke detector installation and community preparedness clinics, engage with thousands of residents to promote safety and preparedness. The extreme amount of effort is vital to reducing risks and building a safer community for all.

This year brought its share of challenges, from retirements and staffing, to adapting to the evolving needs in our rapidly growing community. I'm extremely proud that our department has remained steadfast, embracing innovation and collaboration to overcome these hurdles.

I extend my deepest gratitude to all members of the Monterey Park Fire Department and community partners, whose dedication makes our mission possible. I am also thankful to the residents of Monterey Park for their ongoing support and trust in our work.

As we move forward, we remain committed to continuous improvement, ensuring that we are ready to meet the needs of our community today and in the years to come. Thank you for taking the time to review our report and for joining us in building a safer future.

Sincerely,

Chris Thompson- Fire Chief

EXCELLENCE SERVICE COMMUNITY SINCE 1924

ABOUT THE MPFD

EXCELLENCE SERVICE COMMUNITY

WELCOME

The Fire Department has been serving the community with fire protection, hazardous materials response, disaster preparedness, and emergency medical services for several decades. We are very proud of the men and women who strive each day to save lives and protect property as well as promote disaster preparedness and teach fire safety to children and adults alike.

PAST AND PRESENT

For the past few years, the Fire Department has been moving towards a community-centered metric driven organization committed to providing quality emergency, preventative, and risk reduction activities to the community. Personnel have become more proactive towards risk identification, public education, safety education, increased Community Emergency Response Teams ("CERT") training, and fire investigation activities, along with specialized training for all firefighters.

Moving in this direction, and through the hard work and efforts of the fire personnel, the City has achieved a Public Protection Classification (PPC) rating of a Class 1 by the Insurance Services Offices (ISO). Out of 33,000 fire departments in the United States, Monterey Park is one of 132 agencies that has achieved this designation.

Firefighters Jeff Wong and Cory Bancroft

Engine 61 assisting wildland firefighting efforts in Northern California

Rebecca Bojorquez
Principal Management Analyst

Nanette Thompson
Senior Account Clerk

Anays Navarro
Senior Account Clerk

FIRE ADMINISTRATION

626-307-1262

Responsibilities:
Administration consists of the Fire Chief and his administrative staff. The Fire Chief, under the direction of the City Manager and the City Council, is responsible for long-range planning, budgeting, personnel development, setting and meeting specific goals and objectives relative to maintaining and improving levels of services to the community. The Fire Chief maintains consistent levels of performance and productivity by constantly evaluating and reviewing the progress made towards the stated objectives.

The Fire Chief achieves these standards by employing a variety of modern management techniques, leadership, and staff who provide a high level of competence and integrity in service delivery.

Administrative Staff consists of a Senior Account Clerk's (Nanette Thompson & Anays Navarro) and Principal Management Analyst (Rebecca Bojorquez) who provide support to the Chief, Battalion Chiefs and handle public records requests for fire and emergency medical reports, Paramedic Ambulance Subscription Program memberships, public education requests, tour coordination, budget and grants management, and special projects as assigned.

Innovation:
Fire Chief Chris Thompson believes in proactive efforts to streamline and implement innovative and cost effective solutions when possible. Recent accomplishments include interfacing the department's staffing and scheduling system to the city's online time-card system, implementation of electronic patient care reporting, EMS bill processing, direct deposits, and automation of the department's standard operating procedures with daily training bulletins.

EXCELLENCE SERVICE COMMUNITY

A-SHIFT

Community Risk Reduction

SERVICE COMMUNITY EXCELLENCE

BATTALION CHIEF ROBERT DEROSA

Battalion Chief Robert DeRosa

Public Education & Community Outreach Overview:

As an all risk emergency response Fire Department, personnel respond to a variety of emergency incidents, natural disasters, hazardous situations, and emergency medical service calls. As part of the Fire Department's efforts to minimize or prevent injuries and damage to life and property, the Fire Department advocates education and preparation.

The Fire personnel are available to provide presentations on a variety of subjects:

-Safe Kids/School Programs
-Fire Extinguisher Training
-Disaster Preparedness
-Senior Citizen Presentations
-Home Fire Safety

MPFD Firefighter Weissenberger

A-SHIFT CONTINUED

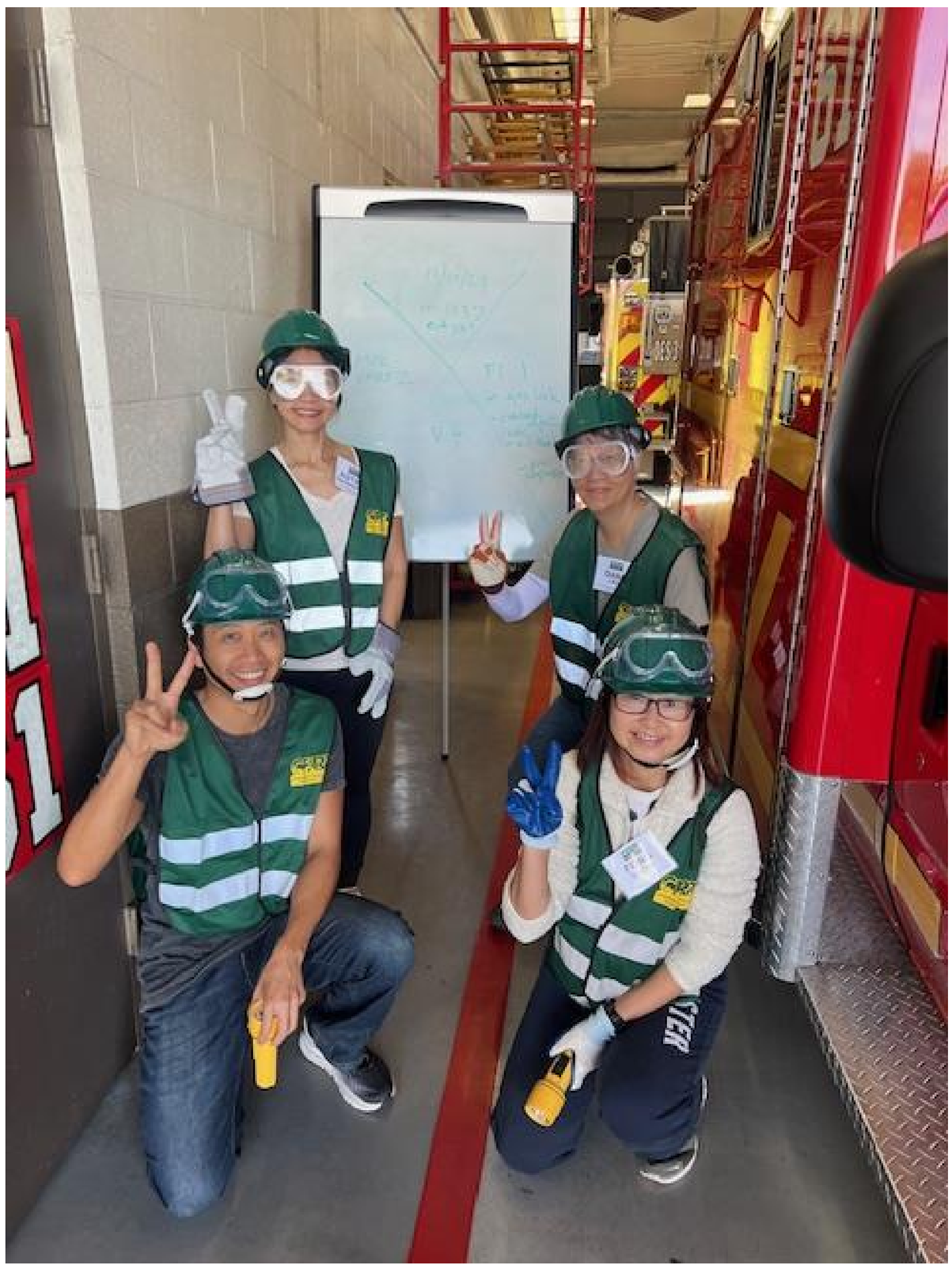
Community Risk Reduction

EXCELLENCE SERVICE COMMUNITY

COMMUNITY EMERGENCY RESPONSE TEAM (CERT)

The City of Monterey Park Fire and Police departments are prepared for all types of emergencies. However, during a disaster, the number and scope of incidents can overwhelm conventional emergency services. To assist members of the community to be prepared during a disaster and to learn how to assist others, the Monterey Park Fire Department is sponsoring the Community Emergency Response Team Program. The Community Emergency Response Team (CERT) Program is an all-risk, all hazard training course for members of the community. This valuable course is designed to help you protect yourself, your family, your neighbors, and your neighborhood in an emergency situation.

It is about readiness, people helping people, rescuer safety and doing the greatest good for the greatest number. CERT is a positive and realistic approach to emergency and disaster situations where citizens may initially be on their own and their actions can make a difference. While people will respond to others in need without the training, one goal of the CERT Program is to help our residents do so effectively and efficiently without being placed in unnecessary danger.

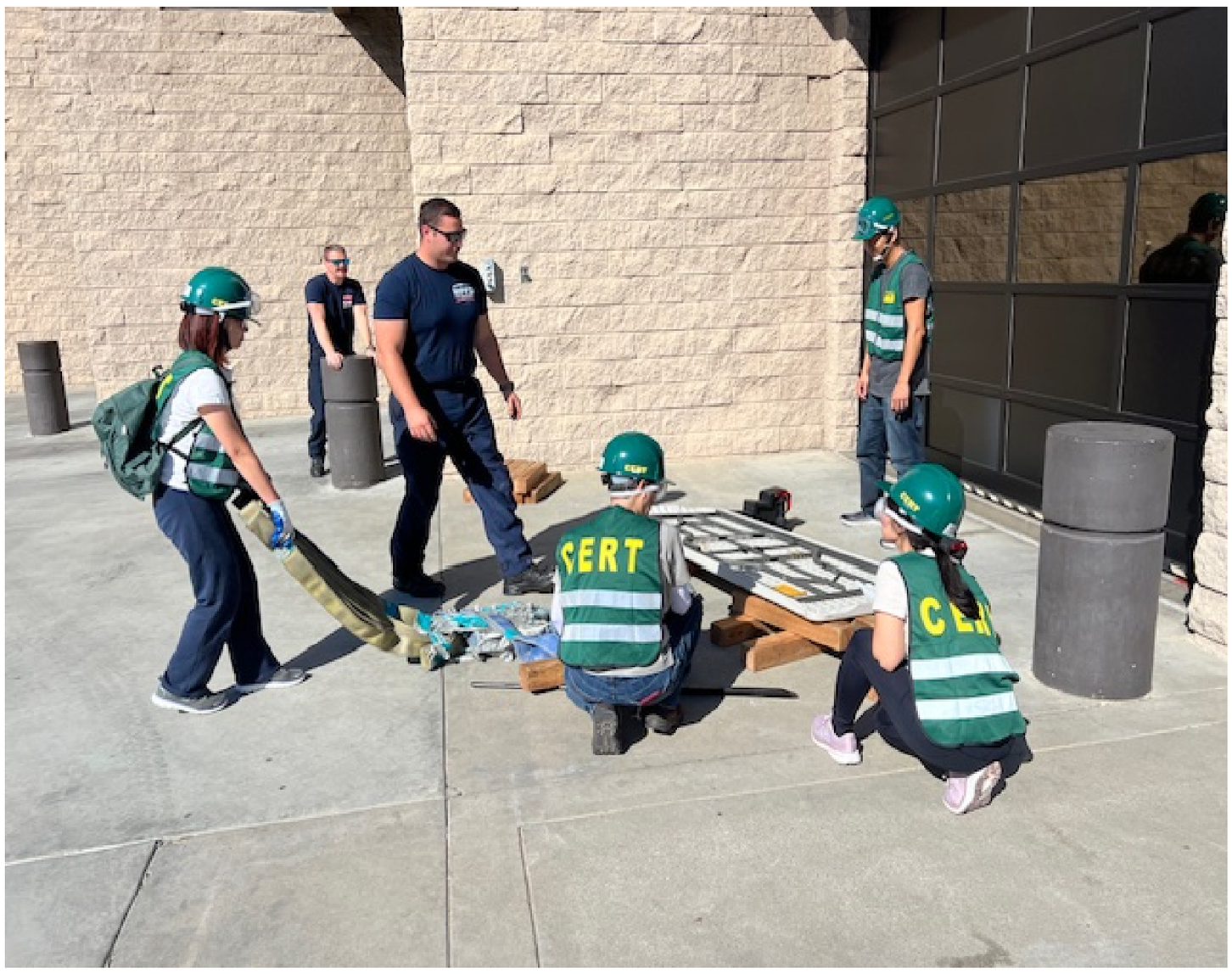


Monterey Park CERT Team Members

A-SHIFT CONTINUED

Community Risk Reduction

EXCELLENCE SERVICE COMMUNITY



Monterey Park CERT Team Members - Victim Removal

CERT CONTINUED

CERT classes are frequently held on four Saturday sessions which includes a disaster simulation drill. The training course is free to residents of Monterey Park and consists of:

Utilities: Learning how and where to turn off gas meters, electricity, and water service if leaking or broken pipes are detected.

Putting out small fires using an extinguisher.

Certification on CPR and AED.

Helping triage victims by controlling bleeding, treating for shock and providing basic medical aid.

Organizing yourself and volunteers to be effective towards aiding victims.

Collecting disaster intelligence to support first responder efforts.

Please complete an application and submit via email if you are interested. You will then be contacted when a class program has been scheduled. If you have any questions, please feel free to contact Captain Justin Birrell via email or at 626-307-1408.

Monterey Park CERT in action: Fire Extinguisher Training

MPK Fall 2024 CERT - CPR Class

A-SHIFT CONTINUED

Community Risk Reduction

BE PREPARED NOT SCARED

Don't Be Scared, Be Prepared
A universal message, the need to be prepared in the event of a major disaster is critical. Major disasters mean multiple crises causing emergency response personnel, public safety personnel, other city employees, and disaster relief organizations to be handling multiple emergencies throughout the community.

To help prepare your home, review our Disaster Safety Kit for the Home found on the city website. This page identifies what you need to have to be self-sufficient for at least seven days. You will also get information for resource establishments that may have the products available for purchase to keep in your kit.

Emergency Preparedness for Businesses
Please view our presentation (PDF) for more information on the city website.

Important Message on Earthquake Safety:
Information supporting the Triangle of Life or any other means of earthquake survival other than Duck, Cover, and Hold are not proven methods of any standing according to the Office of Emergency Services. Please note that in the State of California the Duck, Cover, and Hold earthquake survival procedures stand.

EXCELLENCE SERVICE COMMUNITY

A-SHIFT CONTINUED

Community Risk Reduction

MPFD Members receive recognition from the California EMS Authority for their efforts responding to the tragic incident of January 21, 2023.

COMMUNITY INVOLVEMENT & EVENTS

-ANNUAL FIRE SERVICE DAY
-SCHOOL DEMONSTRATIONS
-PUBLIC RELATIONS
-CERT
-STATION TOURS
-COMMUNITY CLEAN-UP
-PUBLIC EDUCATION
-CITY EVENT FD BOOTH'S

MPFD Firefighters teaching CPR Training to our community

MPFD Personnel - School Demonstration

2024 Legacy Award Recipients honoring those MPFD Members who left a positive legacy on the MPFD.

B-SHIFT

Operations & Emergency Medical Services

BATTALION CHIEF
RYAN WEDDLE

EXCELLENCE SERVICE COMMUNITY

Battalion Chief Ryan Weddle

Emergency Operations:

Duties:
The Emergency Operations Division is charged with the responsibility of providing fast and efficient emergency response to fires, hazardous conditions, rescues, illnesses, or any other conditions where the health, safety, and welfare of the public is in jeopardy.

One measurement of the capabilities of the Operations Division, has been the grade assigned to the City by the Insurance Service Organization (I.S.O.). This grading also considers the water system, communications, staffing, training, and facilities. Used by the insurance industry to determine fire insurance rates for homeowners and businesses within the community, on a scale of 1 to 10, with 1 being the most desirable, Monterey Park has achieved a Public Protection Classification (PPC) rating of a Class 1.

Daily Operations:
Command and control of Emergency Operations is provided on a daily basis by three shift Battalion Chiefs on a platoon schedule.

Firefighter Anthony Lwin

B-SHIFT CONTINUED

OPERATIONS

In addition to daily emergency operations, the Battalion Chiefs and sworn personnel perform several different assignments. These duties include:

-Emergency Medical Services Program Director, EMS Coordinator
-Personnel Administration
-Secession Planning and Recruitment
-Training Director & Coordinator, and Certified Training Instructors
-Disaster Preparedness Coordinator
-Emergency Operations Center Coordinator
-Public Information Officer
-Safety Officer
-Fleet Maintenance Coordinator
-Public Education Program Coordinator
-Reserve Firefighter and Fire Explorer Program Coordinators

MPFD Firefighters performing roof top ventilation

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

B-SHIFT CONTINUED

EMS
EMERGENCY MEDICAL SERVICES

EXCELLENCE IN SERVICE COMMUNITY

The Emergency Medical Services Division provides fast and efficient emergency medical care through cross-trained Firefighter/Paramedics. The Fire Department's EMS Program operates two fully equipped advanced life support ambulances and two Paramedic Assessment Engines companies (E61 & E63) responding to more than 3,100 emergency medical calls each fiscal year.

Your Monterey Park Firefighter Paramedics are certified with the State of California along with Los Angeles County. We are proud to announce that your Monterey Park EMS continues to receive high marks on an annual basis by the County Of Los Angeles Emergency Medical Services Agency.

MPFD Paramedic Rescue Ambulance 61

MPFD Paramedic Rescue Ambulance 62

C-SHIFT

TRAINING / RECRUITMENT

EXCELLENCE SERVICE COMMUNITY

BATTALION CHIEF
ADAM MALOUF

Battalion Chief Adam Malouf

The Monterey Park Fire Department is on the cutting edge of Fire Suppression and Prevention training. We pride ourselves on being the absolute very best at our job as professional Firefighters.

Our Firefighters in all ranks are consistently involved in training topics such as the following:

-Emergency Medical Services
-Fire-ground Strategy and Tactics
-Wild-land / Brush Firefighting
-Urban Search & Rescue
-Arson / Fire Investigations
-Community Risk Reduction
-Hazardous Materials
-Emergency Operations Center
-Incident Command System
-Fire Ground Survival
-Vehicle Extrication

Our MPFD training instructors are certified through the State Fire Marshal Office and have extensive experience in the topics they instruct. This means your Firefighters are trained by the very best in the business. This is proven through our continuous certification and maintaining our statues as a Class-1 Fire Department.

MPFD Firefighters training on Fire Ground Survival

C-SHIFT CONTINUED

TRAINING / RECRUITMENT

The Monterey Park Fire Department is entrusted with the responsibility of providing the community and its citizens with the highest level of standard care and emergency response in regards to the preservation of lives and property. Typical of most other Southern California cities, Monterey Park is subjected to naturally occurring events such as earthquakes, brush fires, flooding, and mud slides. Personnel also respond to numerous human-caused hazards as well such as building fires, environmental hazardous conditions, multi-casualty medical events, and numerous other catastrophic occurrences. Three of the most heavily traveled interstates and state highways border this city and therefore the MPFD also responds to numerous transportation related incidents.

MPFD Firefighters - Rope Rescue Training

EXCELLENCE SERVICE COMMUNITY

The Monterey Park Fire Department offers a unique opportunity to those interested in making a career in the field of fire science, fire technology, emergency medical services, fire prevention and safety. The Fire Department also provides opportunities to those who wish to observe and experience the fire industry before making a permanent career choice.

MPFD CAPTAINS

Justin Birrell

Robert Blake

Ben Gomory

David Goetz

Daniel Park

Nick Lima

James Lega

Scott Kelley

Brandon Reyes

Mario Ienni

Daniel Cline

Jon Gin

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

MPFD ENGINEERS

Curtis Cacciatori

Corey Calloway

Jon Chang

Chase Henrich

Jeff Wong

David Lawson

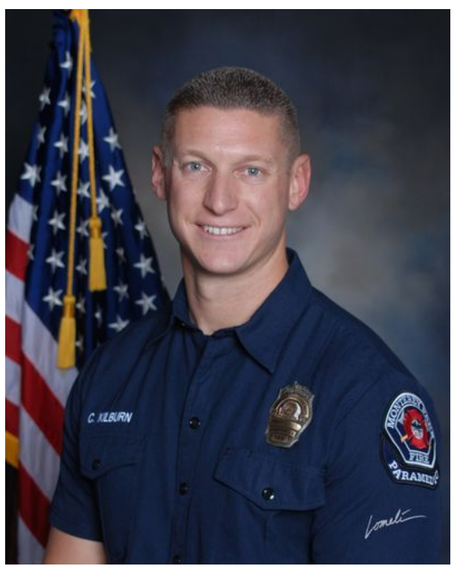
Adam Fox

Dave Marquardt

Tyler Ayala

Frank Padilla

Cory Kilburn



Travis Stark

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EXCELLENCE SERVICE COMMUNITY

MPFD FIREFIGHTER PARAMEDICS

Justin Chapman

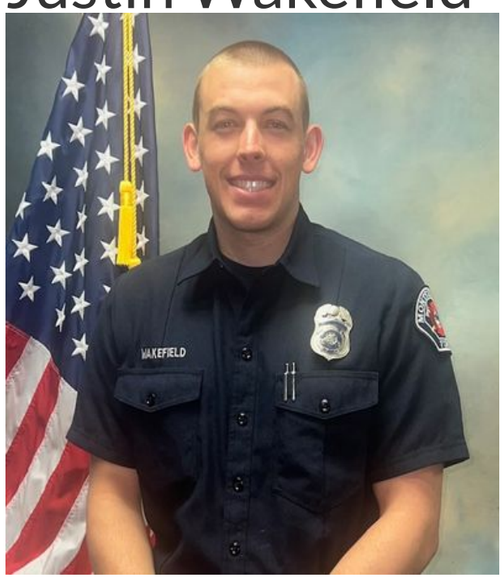
Cliff Rodgers

Ryan Andrews

Otto Monzon

Andrew Respicio

Justin Wakefield



Matt Hart

Travis McGee

Carter Ponce

Cory Bancroft

Ralph Weissenberger

Joe Carter

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EXCELLENCE SERVICE COMMUNITY

MPFD FIREFIGHTERS

Dominic Garcia

Justin Trejo

Kirk Templeman

Shawn Stephens

Charlie Tullius

Anthony Lwin

Itto Akiyama

Robert Haines

Ty Whitworth

Patrick Pena

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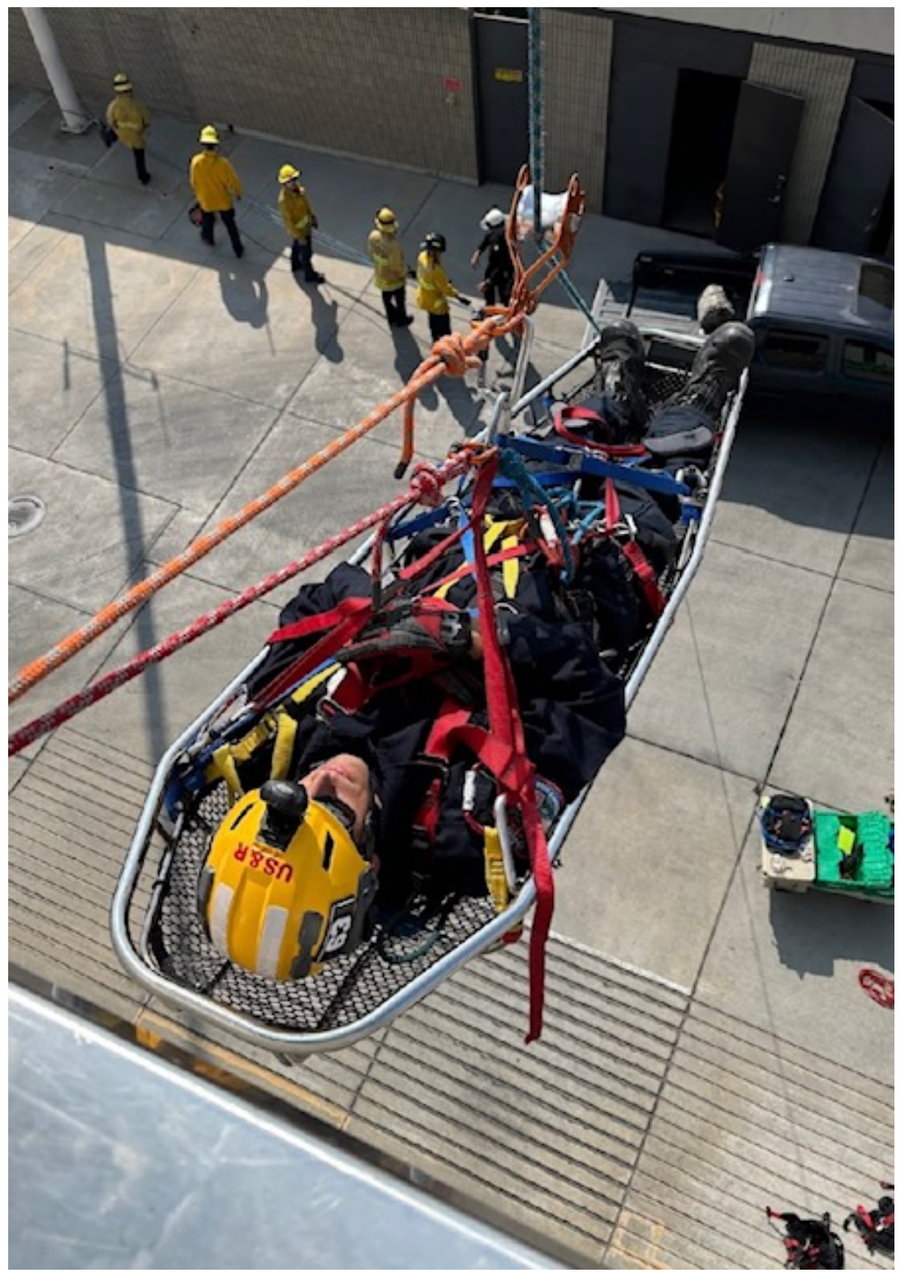
EXCELLENCE SERVICE COMMUNITY

URBAN SEARCH & RESCUE

EXCELLENCE SERVICE COMMUNITY

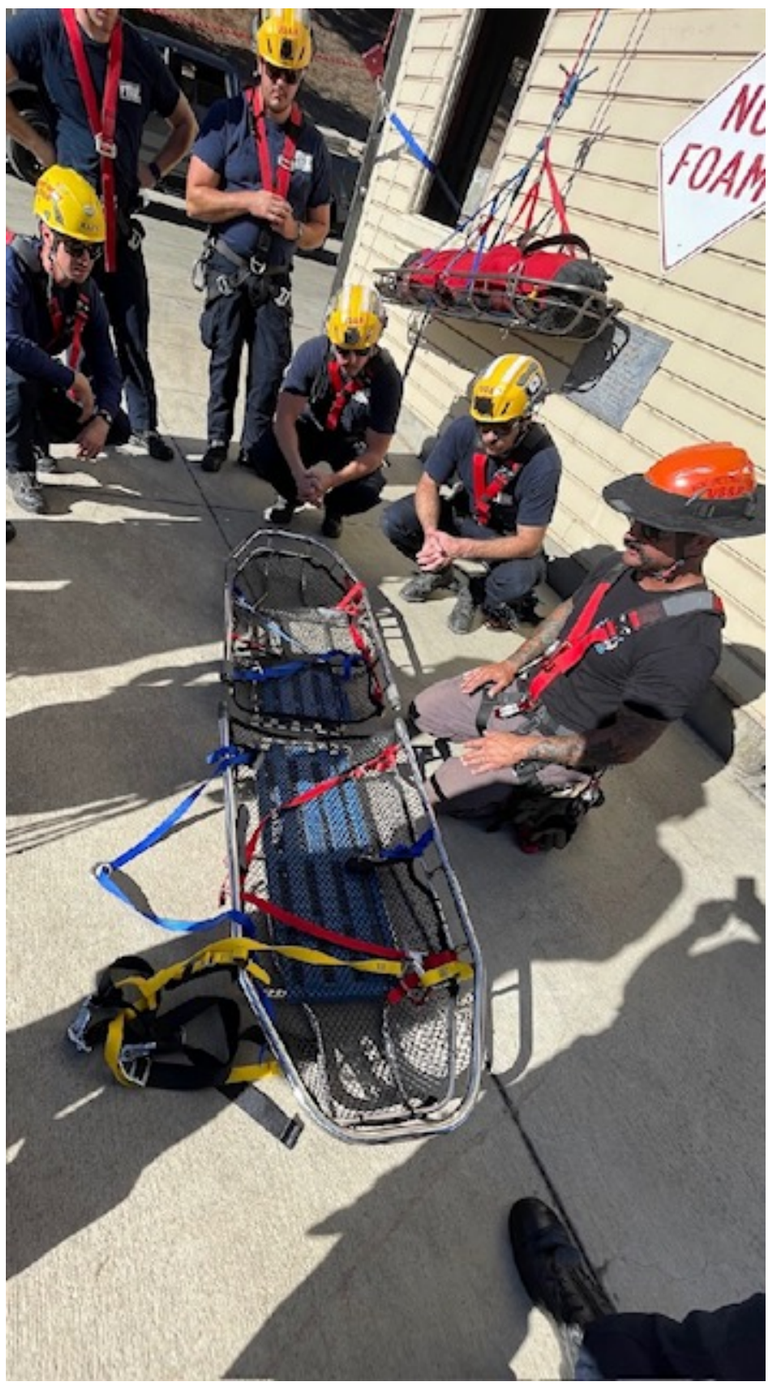
US&R-63 / CA-RTF-4

Your Monterey Park Fire Department is a all risk all hazard professional Fire Department. Your Firefighters are very active in Urban Search & Rescue incidents throughout the region. We are on the cutting edge of training and are part of Regional Task Force-4 with the State of California. The Monterey Park FD also has its own Heavy Rescue US&R-63 which responds to local incidents where this specialized equipment is needed.



MPFD US&R Members Training in High Angle Rope Rescue

Confined Space Rescue Operations



MPFD US&R Members

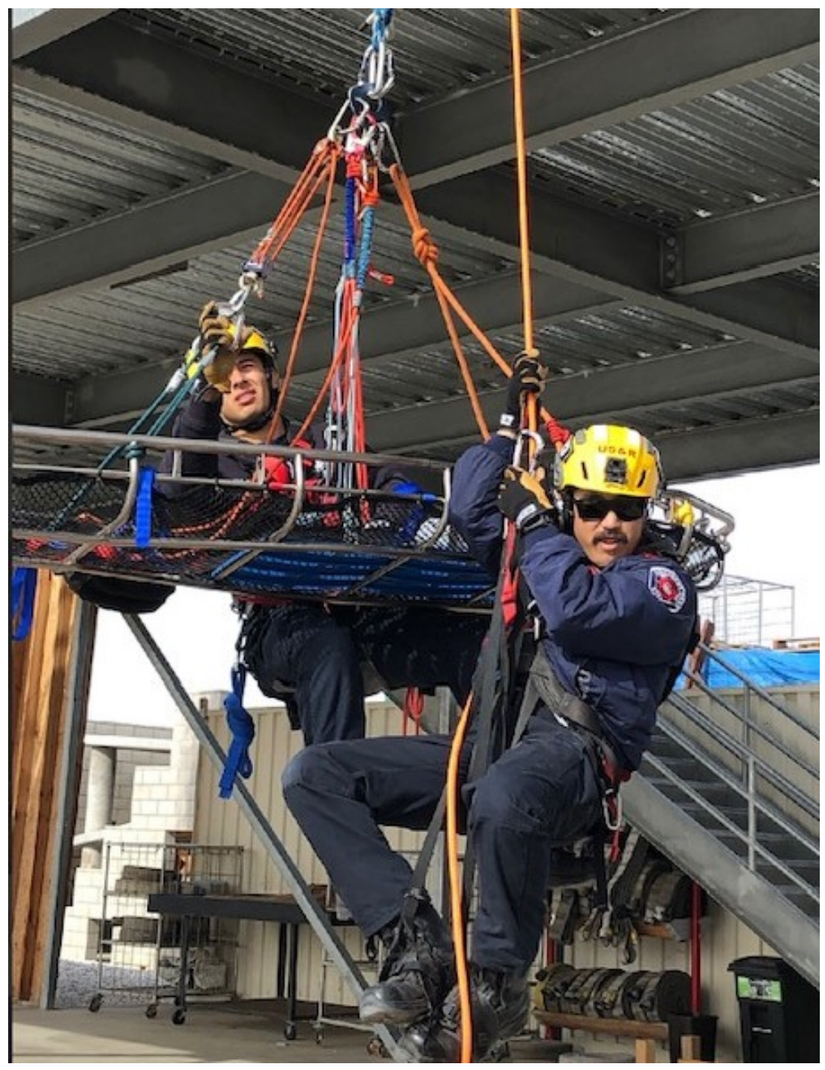
MPFD US&R CONTINUED

The Monterey Park Fire Department US&R members specialize in areas such as:

-Rope Rescue
-Confined Space
-Breaking / Breaching
-Trench Rescue
-Swift Water
-Wide Area Search
-Heavy Lifting
-Victim Extrication
-Building Shoring

These specialized skills help us perform rescues and mitigate issues on large scale incidents such as large earthquakes, flooding, mudslides or landslides, hillside rescues and rescues from possible acts of terrorism.

We are very proud of this program and we appreciate the support shown by our community.



MPFD US&R Members - Swift Water Rescue

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

VERDUGO FIRE COMMUNICATIONS

FIRE DEPARTMENT DISPATCH
911

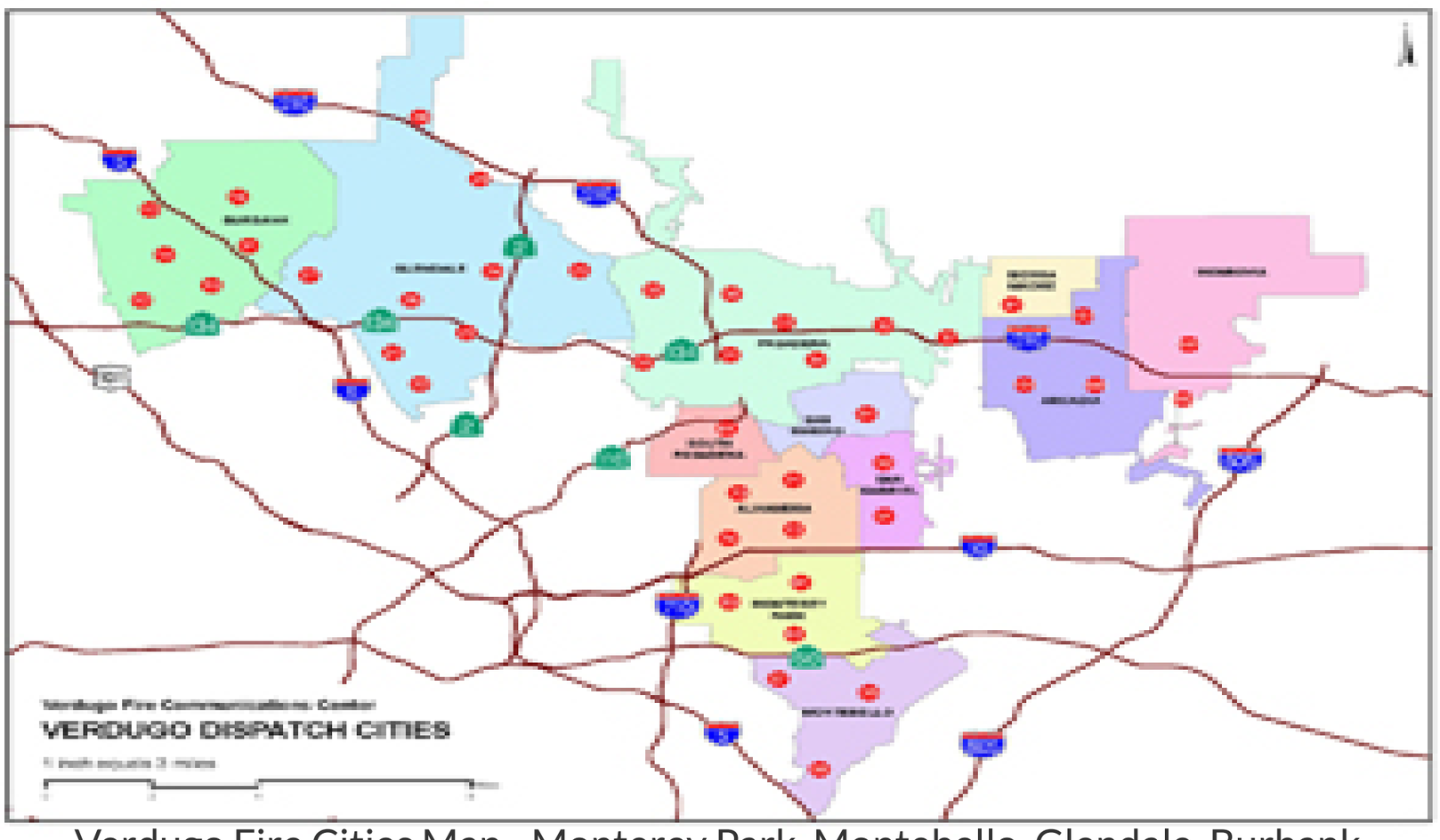
EXCELLENCE SERVICE COMMUNITY

Verdugo Fire Communications Center is committed to providing the best dispatch services possible to the 13 agencies and communities they serve. They strive to continue to hire the best people, improve infrastructure and equipment, and remain fiscally responsible.

Over the years the benefits of a localized dispatch center were recognized. In its first year of operation, Verdugo dispatched over 19,000 incidents. The agreement among the original three cities included a “no borders” clause – the closest fire engine responded to calls regardless of jurisdiction.

The Monterey Park Fire Department responded to a approximately over 9000 responses including Fire, Medical, Specialized and Service calls in 2024. Verdugo Fire Communications remains dedicated to helping the Fire Department service its community when 911 is called.

BRIAN MURPHY
VFCC DEPUTY CHIEF



Verdugo Fire Cities Map - Monterey Park, Montebello, Glendale, Burburbank, Pasadena, Arcadia, Monrovia, Alhambra, South Pasadena, Sierra Madre, San Gabriel, San Marino and West Covina

Verdugo Fire Dispatch Personnel - In Action

Fire Marshal Jessica Estrella

FIRE PREVENTION CODE ENFORCEMENT

FIRE MARSHAL JESSICA ESTRELLA

Duties:
The Fire Prevention Division is tasked with protecting the community before the event of an emergency through efforts to prevent fires and other hazardous conditions that could impact life, property and community. We encourage and promote education of proper fire safety and prevention practices. These efforts are divided into two major programs, fire safety and environmental safety. Activities of these programs are provided under the direction of the Fire Marshal.

The Fire Prevention Division is staffed by personnel dedicated to increasing safety, preventing or reducing fire losses, explosions, hazardous materials incidents. We ensure compliance with applicable codes and ordinances to augment fire and life safety for people who live, work, and visit in Monterey Park.

EXCELLENCE SERVICE COMMUNITY

MPFD
FIRE PREVENTION
CODE ENFORCEMENT

Rey Lozano

Jose Garcia

Jocelin Chavez

Joshua Pedraza

Lizbeth Rodriguez

Manuel Martinez

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

MPFD FIRE STATIONS

STATION 61

626-307-1274

350 W. NEWMARK

ENGINE 61
RESCUE 61
BATTALION 6
QUINT 61
OES ENG. 395
UT 61

STATION 62

626-307-1469

2001 S. GARFIELD

ENGINE 62
RESCUE 62
UT 62

STATION 63

626-307-1408

704 MONTEREY PASS RD.

ENGINE 63
US&R 63
UT 63 / BOO 63

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EXCELLENCE SERVICE COMMUNITY

MPFD APPARATUS

ENGINE 61
2019 KME Predator

QUINT 61
2020 KME Aerialcat 101'

RESCUE AMBULANCE 61
2016 Ford Leader Ambulance

BATTALION 6
2022 Ford F350 XLT Super Duty

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EXCELLENCE SERVICE COMMUNITY

MPFD APPARATUS

ENGINE 62
2014 KME Predator

RESCUE AMBULANCE 62
2017 Ford Leader Ambulance

ENGINE 63
2019 KME Predator

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

MPFD APPARATUS

OFFICE OF EMERGENCY SERVICES

ENGINE-OES 395

2018 HMEFT
1871 Series

US&R 63 HEAVY RESCUE
2005 Pierce Quantum

RESERVE QUINT 261
2000 KME Airealcat 100'

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

MPFD APPARATUS

RESERVE ENGINE 64
2005 KME Renegade

RESERVE ENGINE 65
2006 KME Renegade

UTILITY 61
2016 Ford F250 Super Duty

UTILITY 62
2007 Chevy Colorado

UTILITY 63
2004 Ford F550 Utility

UT TRAILER 63-B.O.O.

SINCE 1924

EXCELLENCE SERVICE COMMUNITY

MPFD APPARATUS

PREVENTION-FIRE MARSHAL
Ford SUV

CERT VAN & TRAILER
2003 Ford Leader Ambulance

MPFD 1ST ENGINE-1924

REO SPEEDWAGON
AMERICAN LaFRANCE
RESTORATION IN
PROGRESS

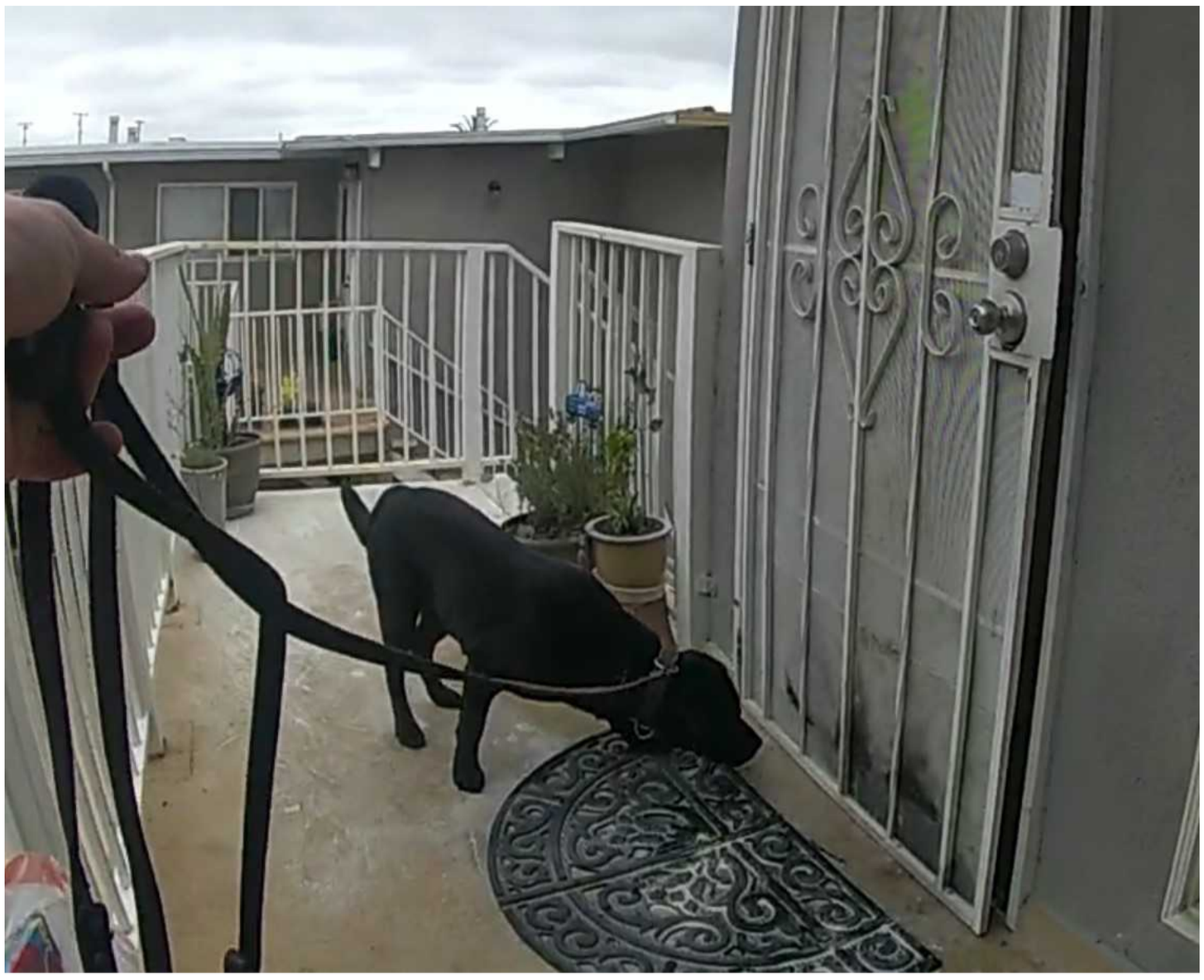
SINCE 1924

EXCELLENCE SERVICE COMMUNITY

MPFD ARSON TASK FORCE

FIRE & INCIDENT INVESTIGATIONS

EXCELLENCE SERVICE COMMUNITY



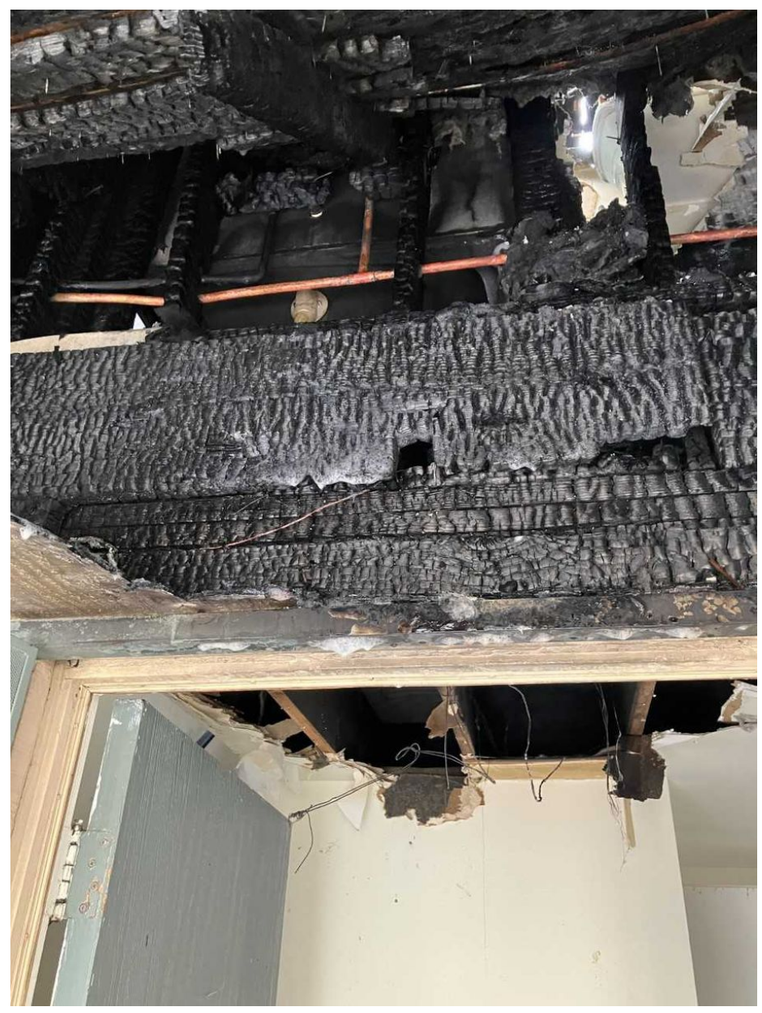
Arson Task Force K9 In Action

ARSON INVESTIGATIONS
FIRE INVESTIGATIONS

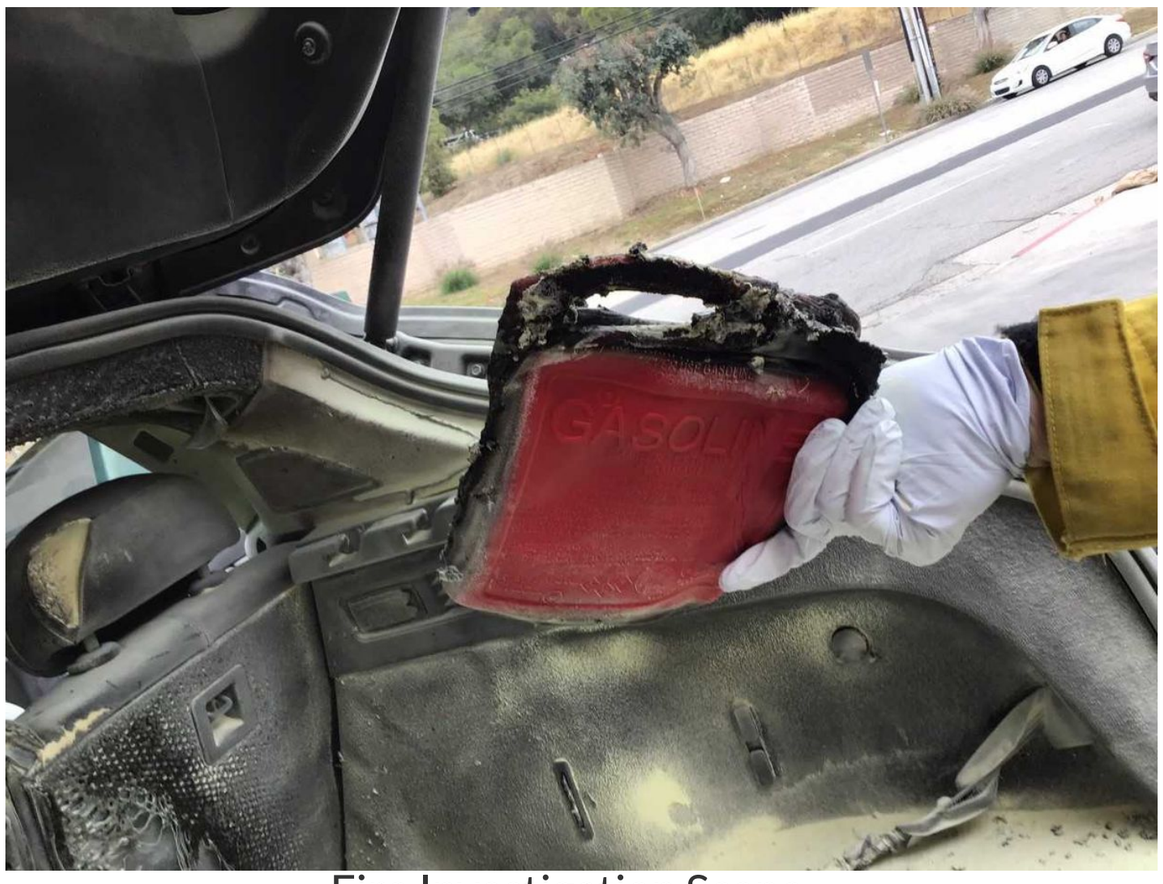
Your Monterey Park Fire Department has highly trained Arson and shift investigators to assist us in determining the cause of many different types of fires. Our Arson and Shift investigators are trained by the state of California Fire Marshal Office along with other specialized training from our very own Monterey Park Police Department. MPFD and MPPD work together to conduct investigations and bring suspected arsonists to justice. Our members are part of the Verdugo Arson Task Force and use specialized technology, equipment, K9 assistance along with forensics to help determine these unknown fire causes. They also respond to assistance other Fire Departments and local agencies in a unified response model.

The Monterey Park Fire and police Departments also work together every 4t of July to maintain the safety of our community and residents during this busy firework season. Illegal fireworks can cause brush fires, house fires, commercial structure fires, traffic accidents and bodily injury. Our team does an outstanding job of confiscating and disposing of illegal fireworks. Please remember safe and sane fireworks only during the July 4th holiday.

Investigator Justin Trejo in action.



Fire Investigation Scene



Fire Investigation Scene

WHERE WE ARE GOING

CLOSING REMARKS

The Monterey Park Fire Department is dedicated in our pursuit for excellence and the servicing of our community. We strive to always get better in all aspects of our profession as Firefighters. We will remain ready whatever the situation. We are very grateful for the close relationship we have with all stakeholders of Monterey Park including its residents. We are always available to all Monterey Park residents. We are active in the succession planning for our Fire Department and will soon welcome new promotions in the Ranks of Fire Engineer, Captain and Battalion Chief.

EXCELLENCE SERVICE COMMUNITY

E63 in Malibu - Franklin Incident

E63 assisting at the Franklin Incident in Malibu

FF Tullius in action.

THANK YOU

The members of the Monterey Park Fire Department would like to thank all the residents and community members for the ongoing support. We truly do appreciate the community we serve. We look forward to the future and what our Fire Department can do to always be on the cutting edge while maintaining our Class-1 status. Stay Safe!

EXCELLENCE SERVICE COMMUNITY

SINCE 1924

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Consent Calendar - 3F

TO: The Honorable Mayor and City Council

FROM: Chris Thompson, Fire Chief

SUBJECT: Receive and File Staff Report Summarizing the Status of the Emergency Replacement of Fire Department Self-Contained Breathing Apparatuses

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and Filing the staff report summarizing the status of the emergency replacement of self-contained breathing apparatuses; and
2. Taking such additional, related, action that may be desirable.

BACKGROUND:

On December 18, 2024, City Council adopted Resolution No. 2024-R98 authorizing the City Manager to take necessary measures for the emergency replacement of self-contained breathing apparatuses ("SCBA") for the Fire Department. SCBAs are critical personal protective equipment for fire suppression staff and the department's current inventory is no longer supported for repairs and replacement parts as of December 16, 2024. To ensure fire suppression staff are properly protected, the current inventory of SCBAs needs immediate replacement.

Staff obtained a quote from Bauer Compressors, Inc. for the replacement of SCBAs, which includes both the items and a comprehensive service warranty for $633,812.92.

The City ordered the replacement SCBAs from Bauer Compressors on December 19, 2024. The vendor provided a 60-day delivery timeline, with anticipated delivery in the middle of February 2025. When the items are received, immediate training and calibration will take place, and then the SCBAs will be deployed for use.

FISCAL IMPACT:

The project is being funded by the General Fund. The estimated cost of the project is $635,000.

Respectfully submitted by:

Chris Thompson
Fire Chief

Prepared by:

Rebecca Bojorquez
Principal Management Analyst

Reviewed by:

Martha Garcia
Finance Director

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENT:

1. None.

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: Consent Calendar - 3G

TO: The Honorable Mayor and City Council

FROM: Shawn Igoe, Director of Public Works

SUBJECT: Award of Professional Services Agreement to Kimley-Horn and Associates, Inc. for the preparation of Plans, Specifications and Engineer's estimates ("PS&E") for Monterey Pass Road Complete Street Project.

RECOMMENDATION:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute a Professional Services agreement with Kimley-Horn and Associates, Inc. for the preparation of PS&E for Monterey Pass Road Complete Street Project in an amount not to exceed $1,883,170; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The City was awarded funding through the Los Angeles County Metropolitan Transportation Authority ("LACMTA") Project ID# MR2.5.3.01 and FTIP #LA9919133. The City released a Request for Proposals ("RFP") and received four proposals for the preparation of PS&E for Monterey Pass Road Complete Street Project. Following an extensive selection process that included interviews of all four firms, the Public Works Director ("Director") selected Kimley-Horn and Associates, Inc. as the most qualified consultant for this work. The Director requests City Council approval to enter into an agreement with Kimley-Horn and Associates, Inc., in an amount not to exceed $1,883,170, for the preparation of PS&E for Monterey Pass Road Complete Street Project (the "Contract").

BACKGROUND:

The City received funding from LACMTA to fund the development and construction of the Monterey Pass Complete Street project, from Floral Drive to Garvey Avenue/Fremont Avenue Intersection (the "Project"). The Project is approximately 1.6 miles in length.

Through the Contract, Kimley-Horn and Associates, Inc. will provide PS&E for construction of the Project. The Project location is depicted below.

Project Location Map

The Project is an eligible SR-710 North Corridor Mobility Improvement approved by the Metro Board of Directors on June 14, 2023, and contributes to mobility and operational benefits in the SR-710 corridor, between 1-10 and I-210, consistent with the purpose and need of the 710 Gap Closure project.

The Project is anticipated to:

- Improve traffic flow and reduce congestion, thus reducing emission of green-house gasses. Traffic congestion on roads not only increases the fuel consumption but consequently leads to increase in carbon dioxide emissions, outdoor air pollution as well as increase in the exposure time of the passengers.

- Improve public transit/bus flow by improving bus pads, providing new bus shelters and benches for more convenient amenities for bus riders.
- Promote electric vehicle (“EV”) use by providing EV chargers for public use, thus reducing emission of green-house gasses.
- Improve sidewalks with current accessibility standards, improve pedestrian mobility and safety.

- Improve/promote bicycle use by adding bicycle lanes. The installation of the bike way lanes will also improve safety by providing a dedicated & protected space for bicyclists.

The City released a Request for Proposal ("RFP") on October 10, 2024, for PS&E concerning the Project, with proposals due on November 7, 2024.

The City received proposals from the following consultants:

- Kimley Horn and Associates, Inc.
- NCE
- Mark Thomas
- CR Associates

Following an extensive evaluation process that included interviews and presentation of all firms, the Director selected Kimley-Horn and Associates, Inc. as the most qualified consultant for this work. It is recommended that City Council authorize the City Manager to execute an agreement with Kimley-Horn and Associates, Inc., in an amount not to exceed $1,883,170, for the preparation of PS&E for Monterey Pass Road Complete Street Project. The total cost includes the design of a road widening if necessary.

FISCAL IMPACT:

The Contract cost will not exceed $1,883,170. The Contract funds are budgeted as part of Capital Improvement Project ("CIP") No. 96047, and will be totally funded through SR 710 grant funding.

Respectfully submitted by:

Shawn Igoe
Director of Public Works

Reviewed by:

Martha Garcia
Director of Finance

Approved by:

Inez Alvarez
City Manager

Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENTS:

1. Kimley Horn and Associates, Inc. Technical Proposal
2. Kimley Horn and Associates, Inc. Cost proposal
3. Kimley Horn and Associates, Inc. Schedule

ATTACHMENT 1

Kimley Horn and Associates, Inc. Technical Proposal

Proposal to Provide Design Phase Engineering Services for the

PREPARATION OF PS&E FOR MONTEREY PASS ROAD COMPLETE STREETS PROJECT

Prepared for: City of Monterey Park

Kimley»Horn

Expect More. Experience Better.

COVER LETTER

November 7, 2024

» 660 South Figueroa Street, Suite 2050
Los Angeles, CA 90017
TEL 213.261.4040

Shawn Igoe, Department of Public Works
City of Monterey Park
320 West Newmark Avenue
Monterey Park, CA 91754

RE: Proposal to Provide Design Phase Engineering Services for the Preparation of PS&E For Monterey Pass Road Complete Streets Project

Mr. Igoe, Mr. Mazboudi, and Members of the Selection Committee:

The **City of Monterey Park** (City) is seeking a consultant partner to provide design phase engineering services for the preparation of plans, specifications, and estimates (PS&E) for the Monterey Pass Road Complete Streets project. **Kimley-Horn** has experience working with the City and providing design services on complex complete streets projects in a number of cities throughout Southern California. As exhibited in our previous work with the City, we pride ourselves in our ability to deliver technical excellence that is built around timely service, practical feasibility, and innovative solutions. In particular to this project, the Kimley-Horn team can offer you the following added benefits:

You Know Our Quality of Work and Multimodal Experience. The Kimley-Horn team has worked on various projects with the City including the Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, the Local Roadway Safety Plan (LSRP), Potrero Grande Intersection Improvements, and several complete streets projects throughout Los Angeles County and broader California. Kimley-Horn, as a national leader in multimodal transportation, has been guiding and partnering with cities to expand their infrastructure for vulnerable users. Our team is multi-disciplinary, bringing forth the resources to develop visionary planning principles and a comprehensive outreach strategy while also executing the project through the technical expertise of a robust engineering team that understands utilities, drainage, transit and commercial vehicle operations, roadway design, and traffic engineering. These combined skills help us push our projects beyond mere completion and in the direction of innovation. In many cases, our team has authored standards and guidelines for these concepts that have been accepted universally at state and national levels. With this, Kimley-Horn has the right tools to deliver this project successfully. With our team, you have a partner that is not only intimately familiar with your staff, your standards, and your expectations for success, but also wants to help you elevate them, as we have demonstrated on previous contracts with you.

Unmatched Team With Experience With Your Scope of Work. Kimley-Horn strongly believes in the benefits of multimodal connectivity and executing the City's vision for a safer, more equitable, connected, active, and integrated transportation network to enhance the quality of life of your residents and visitors. We effectively deploy standards to solve project challenges and address the community's needs and are knowledgeable in National Association of City Transportation Officials (NACTO) guidelines as it relates to this project. When we make decisions, we think several steps ahead, considering impacts on permitting process, construction, long-term maintenance, the community, and future generations. With over 35 years of experience leading pursuits with similar scopes of work, **Jean Fares, PE** will lead our team and serve as project manager for this project. Jean has successfully led a variety of projects including complete streets projects, both big and small, for various clients throughout Southern California. He is supported by quality control/quality assurance (QC/QA) manager **Michael Choi, PE, LEED AP** who has over 28 years managing civil engineering contracts, along with a team of dedicated engineers, planners, landscape architects, and specialists who will develop a cohesive design for this project. In addition to our in-house team, our subconsultant partners whom we routinely partners with include **Calvada Surveying, Inc.**; **Group Delta Consultants, Inc.**; **Hamilton Biological Consulting, Inc.**; and **Counts Unlimited, Inc.** to provide surveying, geotechnical engineering, biological consulting services, and traffic counts.

> **"Kimley-Horn is one of the most responsive firms that I've worked with—their commitment to go above and beyond in delivering work products, providing technical guidance, and presenting to stakeholders has led to successful project outcomes."**
>
> – Roy Choi, Manager of Transportation, San Gabriel Valley Council of Governments

Responsiveness and Commitment to the City. A strong commitment to responsiveness is the foundation of our client service. Our local office in Los Angeles is less than 30 minutes from the City, which will enable us to provide you with responsiveness, attention to detail, and the ability to mobilize quickly to visit the project corridor. We will utilize our readily available and committed team, many of whom are residents of the San Gabriel Valley and have worked on previous projects with the City. Kimley-Horn's current workload forecasting method, management information system (MIS) will dedicate the consistent and appropriate team members to meet your project schedule and provide you with the highest level of responsiveness and quality.

We are excited about the opportunity to continue our partnership with the City on this important project, and we are confident that our proposal demonstrates our ability to provide successful services. Should you have any questions about our proposal, please contact **Jean Fares, PE** at 213.354.9402, jean.fares@kimley-horn.com, or the address listed on the previous page.

Sincerely,

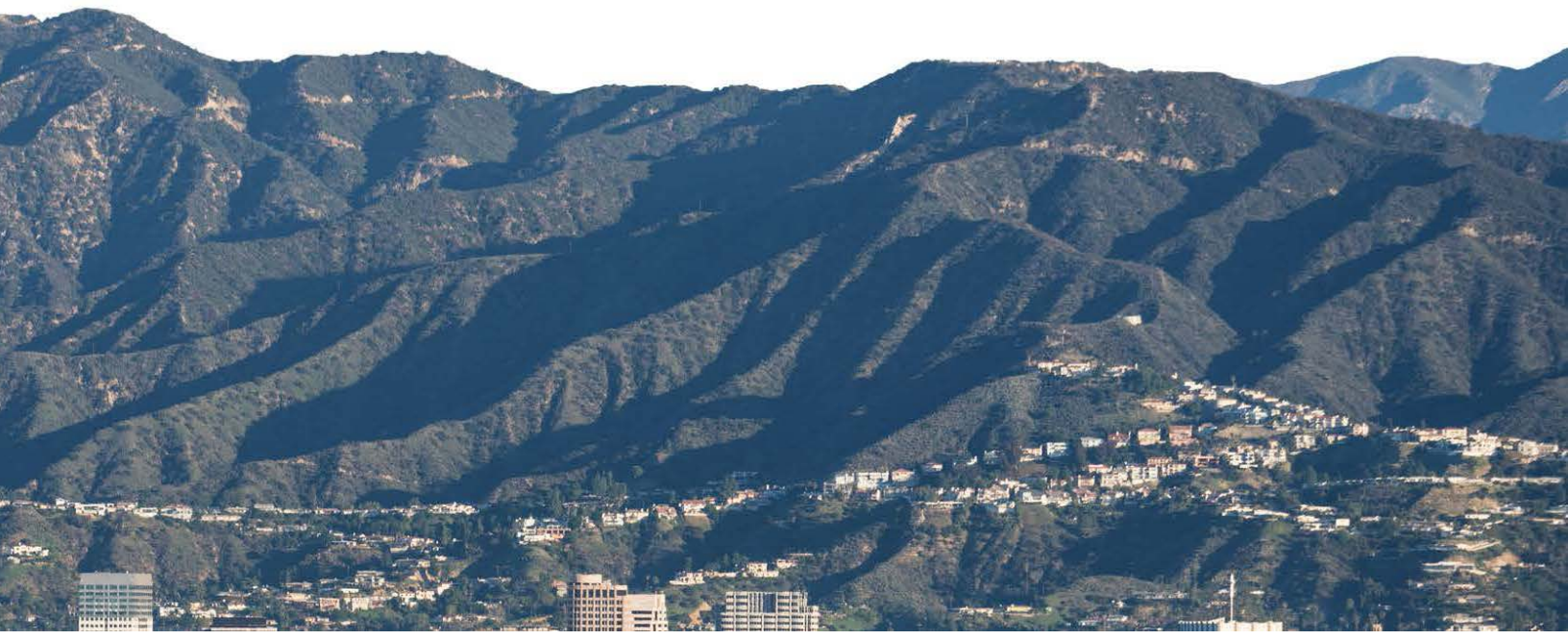
KIMLEY-HORN AND ASSOCIATES, INC.

Jean Fares, PE
Project Manager; Senior Vice President*

**As Senior Vice President, Jean Fares, PE is authorized to make representations on behalf of Kimley-Horn. His contact information is listed above.*

Kimley-Horn acknowledges receipt of Addendum No.1 dated October 29, 2024.

Our proposal submittal will remain valid for 60 days from the date of submission.



Guide to Evaluation Criteria

We are confident that we have fully addressed the evaluation criteria listed on page 13 of the Request for Proposals (RFP). Below we have summarized how we have addressed each of the evaluation criteria identified in your RFP, noting where to find the supporting information.

Evaluation Criteria	Summary of Experience	Proposal Location
Compliance with the RFP Requirements, Proposal Quality	Kimley-Horn certifies that our proposal is compliant with the RFP requirements and contains the quality of materials that the City has come to expect.	***Section 1*** *– Approach and Scope of Work* ***Section 2*** *– Schedule* ***Section 3*** *– Project Team, Key Personnel, and Resumes* ***Section 4*** *– Company Qualifications* ***Section 5*** *– References* ***Section 6*** *– City's Standard Professional Services Agreement* ***Section 7*** *– Other Information*
Project Understanding, Approach, Methodology, including responsiveness, flexibility	The Kimley-Horn team brings unparalleled knowledge of the work to be done for this project. As you'll see throughout this proposal, our staff is available and ready to provide the exceptional, responsive, and flexible level of project management, quality deliverables, and schedule adherence that you've come to expect of Kimley-Horn.	***Section 1*** *– Approach and Scope of Work*
Experience of Assigned Staff, including prior experience of working relationship of key team members in the past	Kimley-Horn's experienced team of industry leaders excel in delivering complete streets projects from pre-design through construction. All our team members including our subconsultant partners have experience working together and possess the necessary qualifications, specific skillsets, and relevant experience needed to deliver the requested services.	***Section 3*** *– Project Team, Key Personnel, and Resumes*
Similar Project Experience	Kimley-Horn has a strong record of success providing high-quality design services on similar projects on time and within budget. We have performed the requested complete streets services for many similar projects across California.	***Section 4*** *– Company Qualifications*
Schedule Efficiency	The Kimley-Horn team knows how critically important it is to deliver this project on schedule, and we have systems in place so that schedules are met as requested by the City.	***Section 1*** *– Approach and Scope of Work* ***Section 2*** *– Schedule*
Cost Effectiveness	As requested, our fair and reasonable fee is provided as a separate attachment.	*Submitted Separately*

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Section 4 – Company Qualifications 53

Section 5 – References 71

Section 6 – City's Standard Professional Services Agreement 72

Section 7 – Other Information 73

SECTION 1 – APPROACH AND SCOPE OF WORK

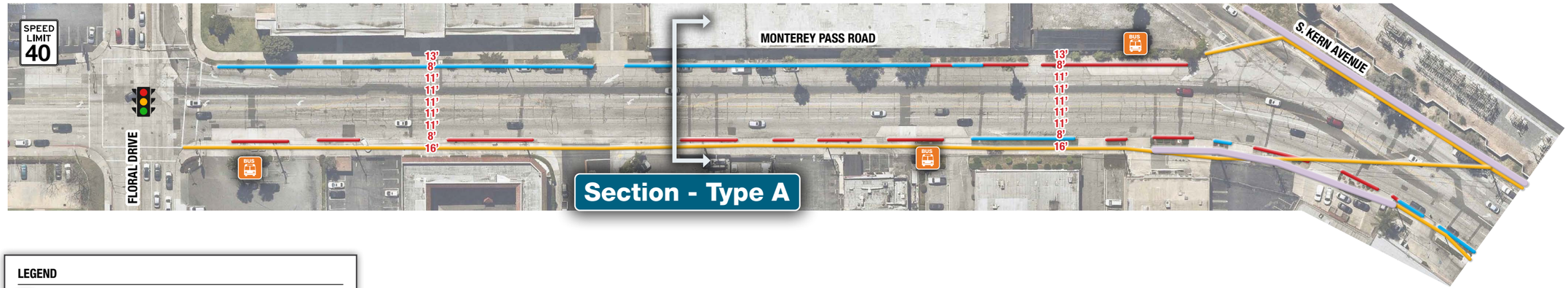
Project Understanding

The Monterey Pass Road Complete Streets Project presents a new opportunity for the City to provide interconnectivity between dense residential communities, schools such as East Los Angeles Community College (ELAC), job centers, warehouses along this corridor, and commercial areas further along Garvey Avenue and Atlantic Avenue. The City of Monterey Park has been taking a proactive approach to implementing its part of the 2014 San Gabriel Valley Regional Bicycle Master Plan and elements of its 2024 Climate Action Plan to expand the pedestrian and bike network. At the same time, the City has incorporated public priorities into their roadway's projects, including securing Los Angeles Metropolitan Transportation Authority (LA Metro) funds for this project rather than on other corridors such as Atlantic Avenue. Through this project, the City wishes to implement bicycle facilities and pedestrian sidewalk improvements along the corridor. These improvements are consistent with the San Gabriel Valley Bicycle Master Plan and Climate Action Plan, providing access to transportation for those without personal vehicles, and promoting healthy communities. This important corridor runs parallel to the I-710 and I-10 freeways and connects the northern and southern sections of the City. A similar parallel route isn't available until Atlantic Avenue, which is 1.2 miles to the east. When traffic occurs on the parallel highways, Monterey Pass Road is susceptible to cut-through traffic during daily rush hour, making this area not only important for local mobility, but also for the regional network. These factors create layers of complexity in a project that involves many modes of travel including passenger vehicles, bicycles, pedestrians, commercial vehicles, and local Spirit Bus Transit Service.

The San Gabriel Valley Regional Bicycle Master Plan (Plan), adopted in 2014, identifies Monterey Pass Road as a corridor where enhanced, physical buffered Class II bicycle lanes would be appropriate. It is important to note that the Class IV nomenclature was not in common use when the Plan was written and is not used in the Plan; a physical buffered Class II bicycle lanes would now be referred to as a Class IV bicycle lane. In the Plan, these lanes integrate with proposed Class II bicycle lanes along Floral Drive, connecting cyclists to ELAC. In the northern area of the City, the Plan calls for Class III Bike Route along Garvey Avenue, providing access to downtown Monterey Park. Meanwhile, the Downtown Linkages Plan suggests Class II Bike Lanes along Newmark Street, providing a safe parallel route to Garvey Avenue along with sidewalk widening projects. All of these proposed improvements are important pieces for Monterey Park to meet its goals of increasing the active transportation mode share and the proposed changes to Monterey Pass Road are an essential component of this vision.

The curb-to-curb width along the Monterey Pass Road project corridor stays consistent at 70 feet with an overall right-of-way width of 100 feet. Parkway areas are 15 feet wide with some segments having four to six-foot sidewalks, while many areas lack sidewalks altogether. Additionally, there is limited street lighting along the corridor, which is a safety concern for bikes and pedestrians. Identification of the project limits and constraints can be seen in **Exhibit 1: Project Location Map** on the following page along with our approach to turning these challenges into opportunities as outlined on pages 12-14.This cross-sectional diversity requires a thoughtful and creative approach to bicycle and pedestrian facility design to upgrade the entire corridor to comply with Americans with Disabilities Act (ADA) requirements. Another important factor to consider is the land use along and surrounding the corridor. While the land use in the City's General Plan is industrial, many of the areas nearby are residential land uses that use the corridor for commuting. Today, numerous warehouses line the street, with over 180 entryways and driveways along the corridor leading to many conflicts and access issues.Residents enter the corridor via streets like Vagabond Drive to access the I-710, I-60, and East Los Angeles College Area to the south and Garvey Avenue and the City of Alhambra to the north. This means that Monterey Pass Road contains a diverse mix of traffic including commuters, cut-through traffic, residents, and commercial trucks. Finally, many of the warehouses along the corridor use the street for loading/unloading, which can block traffic flow. Any new street configuration will have to minimize these potential conflicts and improve overall safety. Safety is paramount, conflicting movements between multiple modes of transportation needs to be considered, and roadway design should to be purposeful. Our vision is to help the City develop a consistent design that balances pedestrian access, vehicular traffic, bicycle mobility, bus operations, warehouse ingress and egress, and parking facilities within this constrained roadway. The City needs a well-rounded team that can address this challenge with a cohesive design that establishes harmony among often competing transportation modes. This process will incorporate technical knowledge, visionary creativity, and community collaboration to create a project that the City will be proud to showcase for residents, businesses, and visitors.

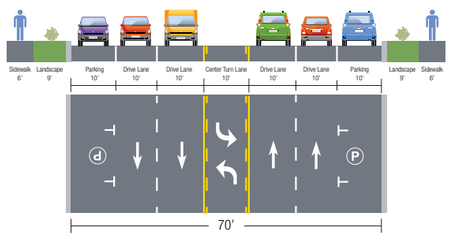
Exhibit 1: Project Location Map



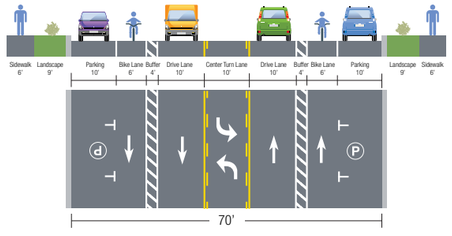
LEGEND

- Inactive Bus Stop Location
- Active Bus Stop Location
- TS Mod Intersections
- Sidewalk Gap
- Red Curb
- Parking Allowed
- Overhead SCE Lines
- SCE Lines to be Ungrounded

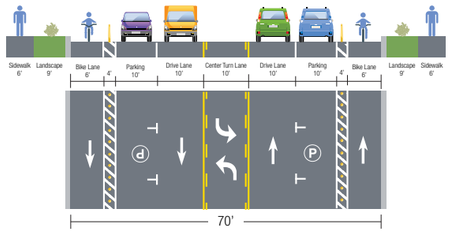
Existing Conditions



Option 1: Class II Bike Lanes



Option 2: Class IV Parking Protected With Bollards



Option 3: Class IV Parking Protected With Road Widening

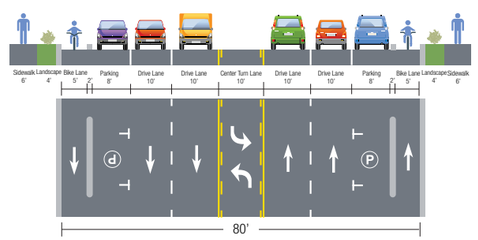
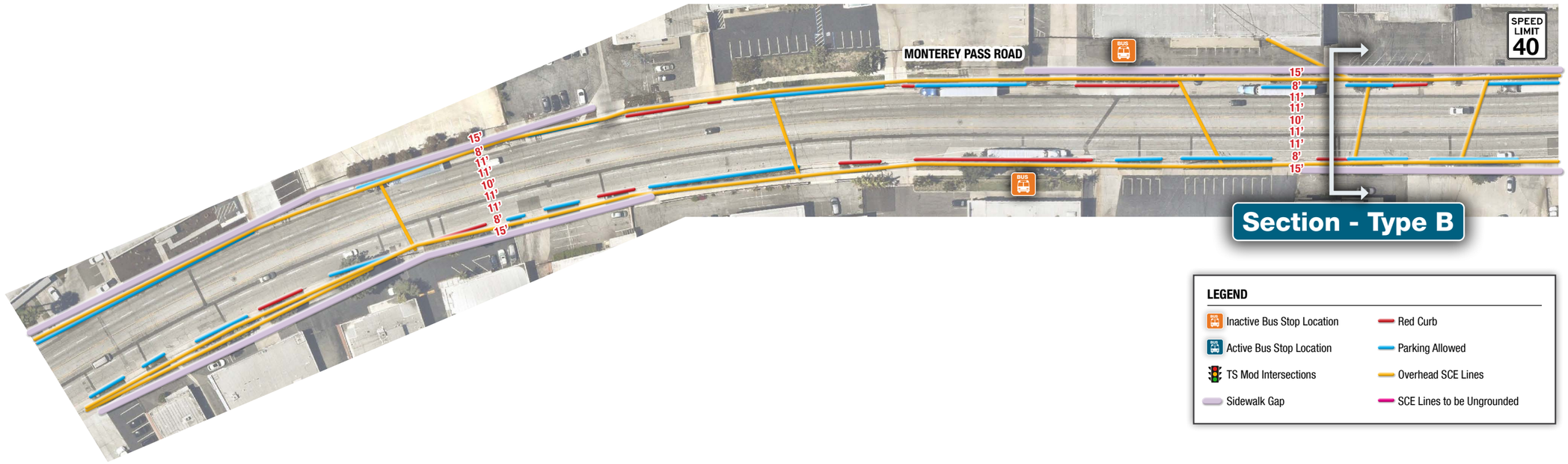
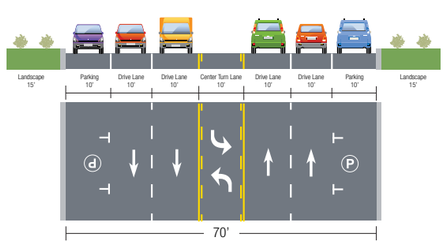


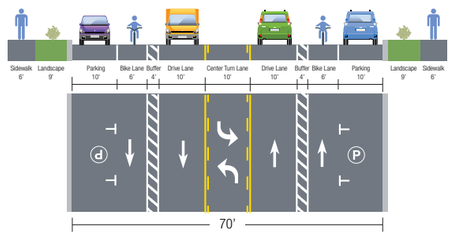
Exhibit 1: Project Location Map



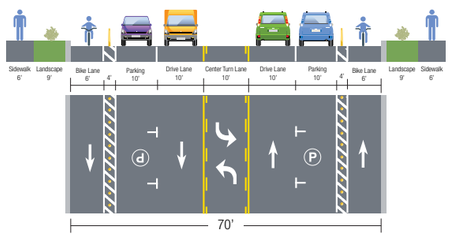
Existing Conditions



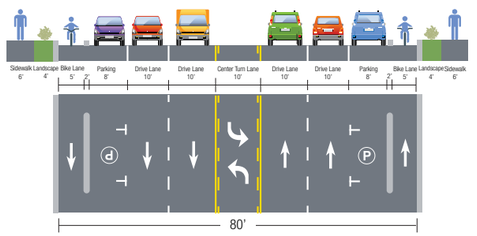
Option 1: Class II Bike Lanes



Option 2: Class IV Parking Protected With Bollards



Option 3: Class IV Parking Protected With Road Widening



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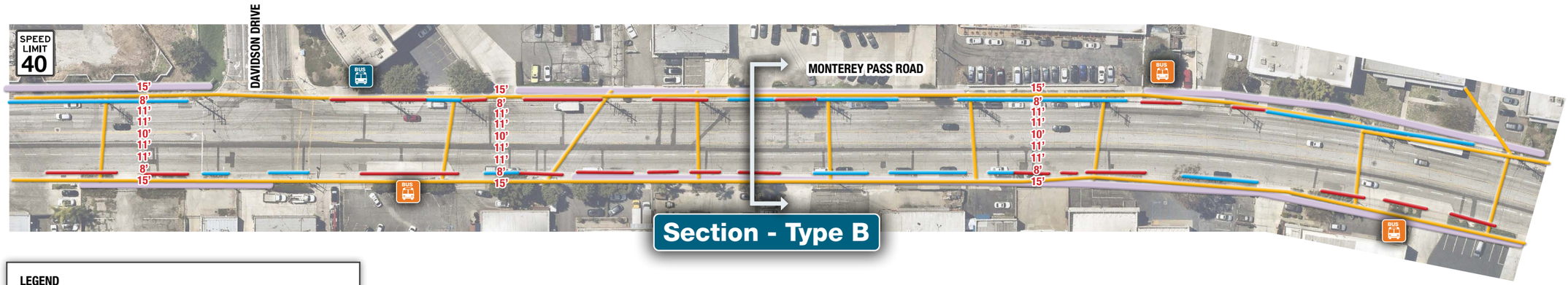
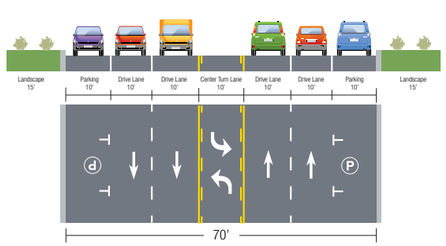


LEGEND

- Inactive Bus Stop Location
- Active Bus Stop Location
- TS Mod Intersections
- Sidewalk Gap
- Red Curb
- Parking Allowed
- Overhead SCE Lines
- SCE Lines to be Ungrounded

Existing Conditions



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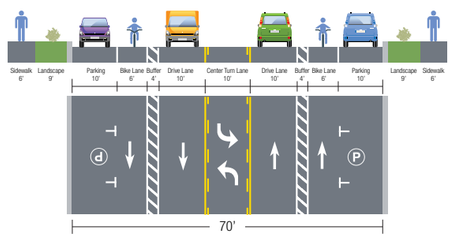

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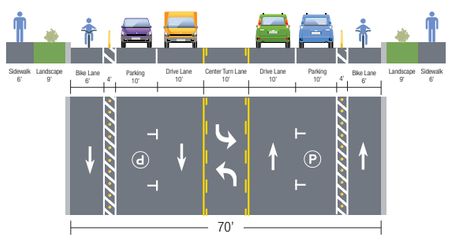

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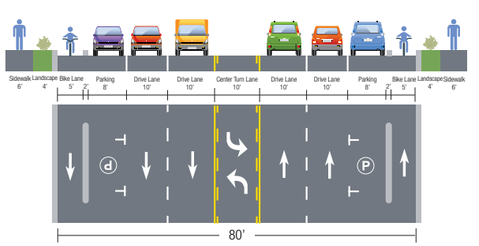

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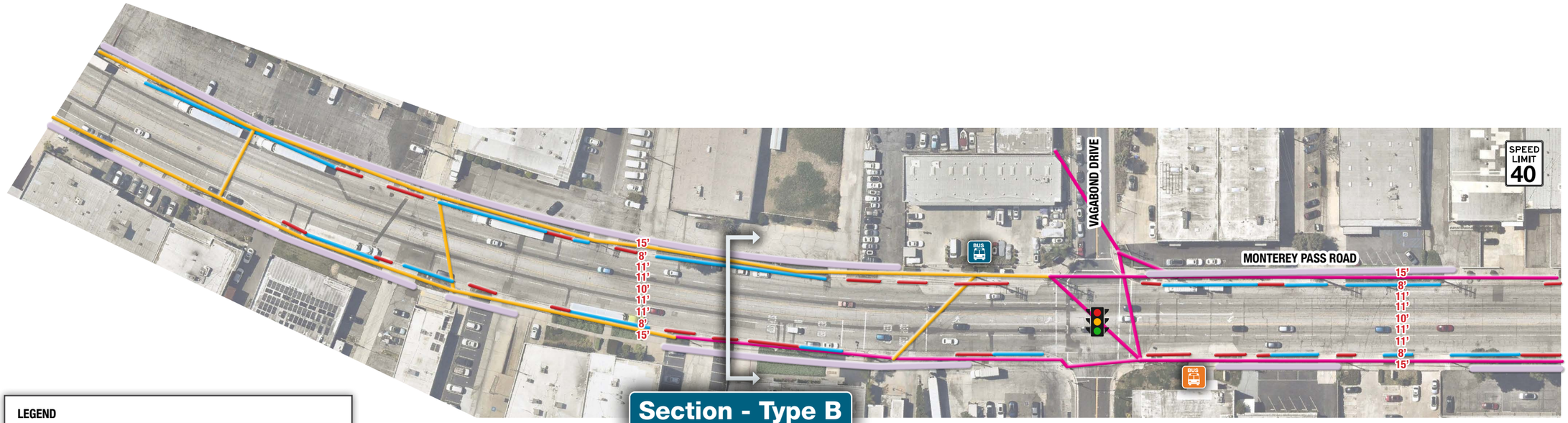

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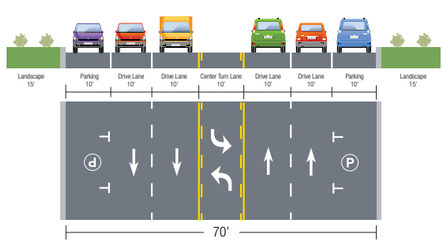

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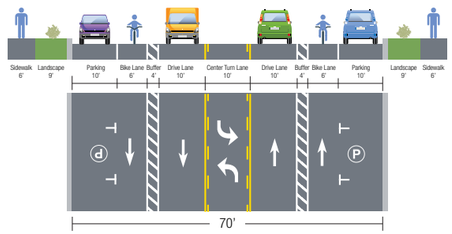

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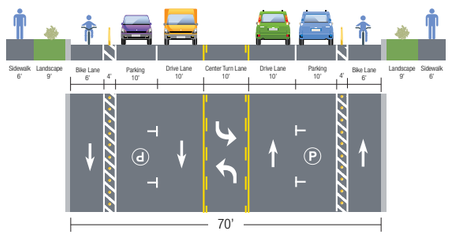

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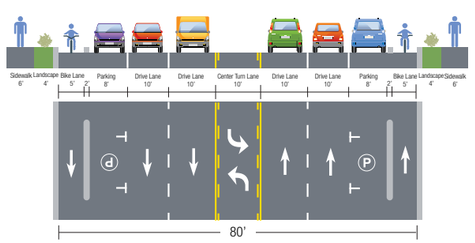

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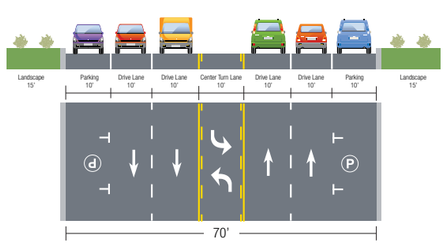

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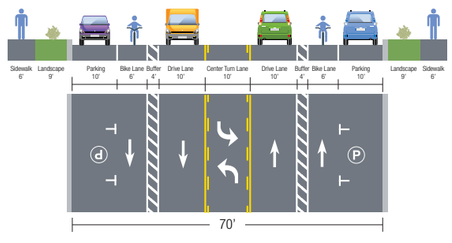

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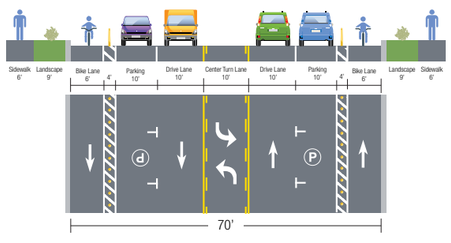

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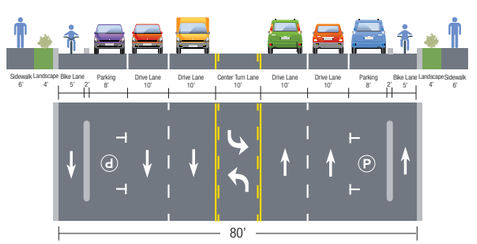

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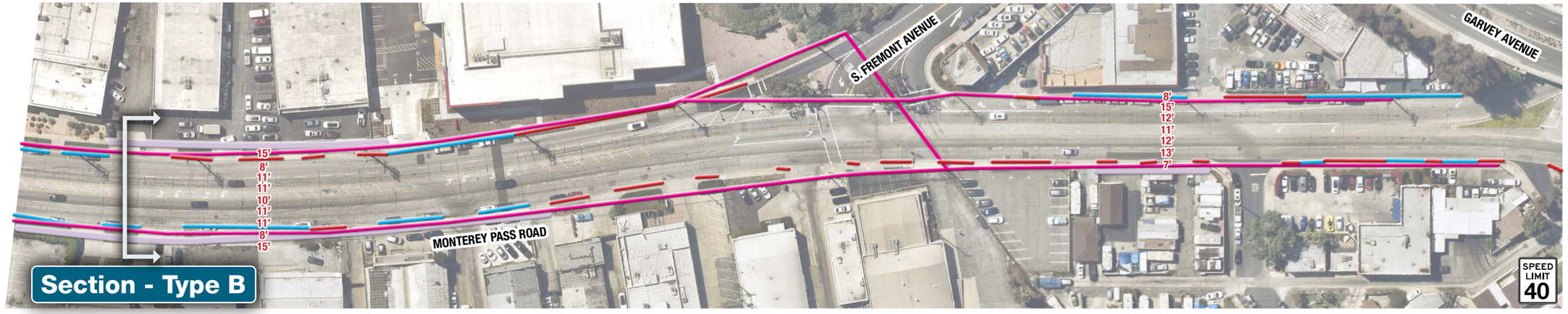

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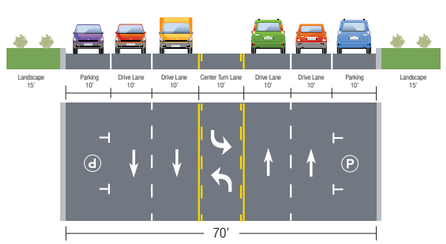

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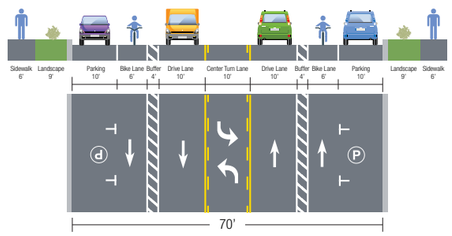

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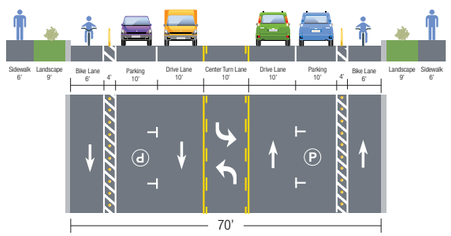

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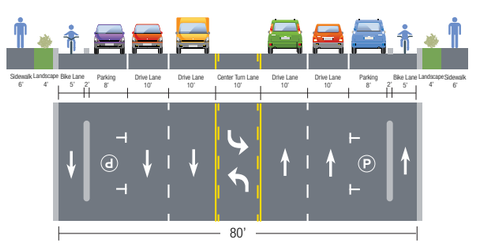
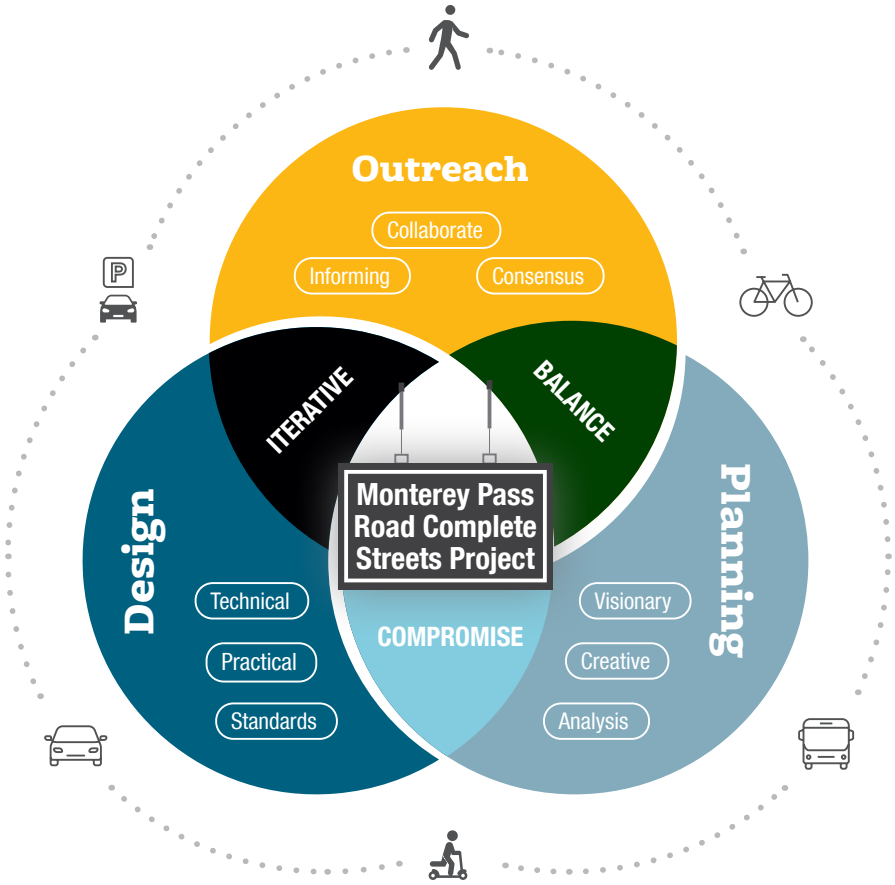


Exhibit 2: Before/After Illustrations

Exhibit 2: Before/After Illustrations

Project Approach

Our approach to the Monterey Pass Road Complete Streets Project will cover three focus areas: outreach, planning, and design. These three focus areas are critical to the project's success and will be iterative and often building off one another.



Outreach will be based on our extensive experience, lessons learned, and local relationships built with the City. We will work together to develop an informative and inclusive approach to community outreach, bolstered by the technical work produced by the planning and engineering team. Our team will be tactful while considering the unique qualities and nuances of this roadway. We have experience conducting outreach and presenting before City Council in Monterey Park through our San Gabriel Valley Feasibility Study and will bring the knowledge and lessons learned from this work into the Monterey Pass Road Complete Streets Project. In this project, residents and business owners and residents alike have expressed concerns including reducing traffic capacity to install bike lanes, more bike/pedestrian traffic and thus more potential conflicts, business operations, connectivity to other bike lanes, and overall safety. Highlighting these topics in outreach materials and meetings, including proposed solutions, will help the City build consensus on these issues with the public faster and streamline the process to getting to a preferred alternative.

Given that the corridor runs parallel to the I-710 and I-10 freeways, we will take careful consideration of the connectivity opportunities and the potential impacts on local and regional traffic patterns. This project will consider balancing the needs of cyclists and transit users, as a Spirit bus line runs along the corridor. Our team has experience accommodating these uses in other San Gabriel Valley jurisdictions.

Our team is experienced in working with the City on projects of this significance and has developed an approach that garners meaningful participation and mitigates reactive responses. Our outreach approach is to encourage equitable participation by providing both virtual and in-person engagement opportunities in English, Spanish, and Chinese. Along with an online public survey and web-based comment platform PublicCoordinate tool (owned by Kimley-Horn), nearby residents and businesses will receive mailers and door-to-door canvassing informing them of upcoming activities.

An in-person community open house event will be advertised for the public to encourage attendance and feedback. Our inclusive and comprehensive approach to outreach will help build trust and consensus among the community members and stakeholders working to incorporate their feedback as part of our preliminary design.

Planning will be grounded in data-driven results and feedback received from stakeholders. Kimley-Horn brings a team of planning and safety professionals who have led the charge on Roadway Safety Audits (RSAs), Local Road Safety Plans (LRSPs), and Safe Routes to School (SRTS) projects. Our approach to this project incorporates strong safety data analysis and trusted traffic engineering principles to develop even-handed messaging that considers impacts on all corridor users. Our team has experience with outreach, including collecting feedback from the public and incorporating it into the planning concepts. The traffic corridor study will take both a quantitative and a qualitative perspective, identifying the opportunities and constraints of existing conditions and each of the potential project alternatives. We have identified key areas of the traffic corridor study and their purpose in informing the project below:

- **Level of Service (LOS)** addresses the vehicular movement patterns and potential impacts at the intersections and along the corridors. The traffic study will advise whether the second through lane/parking lane could be converted to a bike lane/parking without significantly impacting traffic flow and LOS. Our balanced approach to transportation planning considers safety and efficiency for all modes of transportation, including vehicles.
- **Safety Benefit Analysis** estimates the potential reduction of collisions over a 20-year period to show the benefits of protected bicycle facilities, even with increased numbers of cyclists. Protected lanes include the possibility of making all roadway users safer by providing them with dedicated spaces to drive, cycle, or walk. During our analysis, we will focus on minimizing conflict points and maximizing usability. Building on our experience in the City, we will further enhance the methodology to understand safety concerns, including collisions and near-miss collisions.
- **Cross Sections** illustrate the different lane configurations which support protected bicycle lanes within the curb-to-curb width, as well as options that include road widening. Potential cross sections for the project corridor are shown in **Exhibit 1: Project Location Map** on pages 2-7.
- **Parking** to identify the existing parking supply and how it can be optimized to work in tandem with proposed bike lanes offering a safety benefit to bicyclists. Safety and reducing conflicts will be most important; parked cars can serve as a safety buffer between the bike lane and the roadway.

The study will summarize input gathered from our community outreach and will help establish the selected alternative for design.

Design will build on the planning and outreach efforts, using early-stage considerations to understand the existing conditions, physical constraints, and community preferences. We will draw from our background working with the city to develop design plans. On this corridor, commercial vehicle conflicts and access, need for utility relocation, and bus/bike conflicts will be important considerations in the design. Our prior and current work with the City equips our team with the knowledge of local preferences, design standards including NACTO, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans, and City standards; and permitting processes, helping to reduce the project schedule and increase overall efficiency. We plan to incorporate the following elements into our project design:

1. Prioritize safety, efficiency, and access for all modes through carefully selected lane widths, buffer treatments, and technology enhancements. Monterey Pass Road runs parallel to the I-710 and I-10 freeways and is a vital connection between the City's main downtown along Garvey Avenue and the southern areas of the City. Maintaining reliability and access along this corridor will be vital to not only local movement patterns but also for first responders during incidents. At the same time, the corridor is the main road in an important industrial area, and maintaining ease of access to adjacent properties will be a top priority. Large commercial vehicles frequent this street every day, meaning turning radii and truck safety aspects will be thoughtfully considered. This is why stakeholder feedback will be vital to the design of this project; outreach to business owners along the corridor will inform design considerations, such as where loading/unloading takes place and where driveway sightlines could be improved.

The design will build off the results of our traffic corridor study, carefully selecting lane widths and buffered treatments that allow for local and emergency access. Additionally, design elements will draw on the results of the LOS analysis to aid how traffic is able to move efficiently throughout this corridor. This will be paired with carefully selected buffer treatments for bicycles and pedestrians which prioritize their safety. These improvements will include new sidewalks to fill gaps along the corridor, improving walkability.

Existing transit stops will be upgraded through the construction of shelters and benches, while bus/bike and bus/traffic conflicts are minimized. It is important that when a bus is stopped at a station, traffic flow is maintained, and pedestrians do not conflict with bike movements.

Our team is skilled in not only traffic engineering, but also in Intelligent Transportation System (ITS) deployments and knows how to optimize a corridor within the existing curb-to-curb capacity. Technology enhancements will be considered to optimize traffic operations. These improvements will leverage existing infrastructure with visionary multimodal improvements for pedestrian enhancements, EV chargers, and public transit facilities. Our team is also skilled in utility coordination, which will support the planned Southern California Edison (SCE) undergrounding.

2. Create seamless transitions between varying project segments through traffic, civil, and landscape design. We see opportunities to do this not only through striping treatments, but also through the civil and landscape components of the project. These supporting elements will consider impacts to parking, drainage, utilities, transit, visibility, and traffic operations, and will balance the often-conflicting needs of roadway users. Parking and lane reductions will be analyzed carefully and will only be implemented strategically and where necessary, taking into consideration community comments and priorities. Commercial vehicle flow and access will be prioritized, and all designs will maintain driveway ingress and egress to the many commercial and industrial properties along the corridor. Through the traffic, civil, and landscape design elements, we envision a harmonious design between each of the segments that highlights the unique qualities of this corridor. We are prepared to think several steps ahead, engaging utility companies early and coordinating with City departments and outside agencies to select the best design alternative. This will work in tandem with our outreach efforts, considering feedback and iterating the design in concert with the community engagement process.

3. Incorporate beautification, greenery, and sustainable elements to create a showcase project. While providing a safe and accessible design is paramount, it should not overshadow project aesthetics. There are significant opportunities to beautify the area through introducing low-maintenance greenery throughout the project corridor. This includes considering the project's parkways and streetscaping to create a cohesive design with surrounding properties and hillsides. Opportunities for shade will also be considered to enhance the bicycle, pedestrian, and transit rider experience. Utility relocation can help enhance the beauty of the corridor; undergrounding the SCE poles will allow for placemaking with additional pedestrian and landscape areas. We will utilize the City's Climate Action Plan and applicable guidelines to develop a design that is sustainable and maintainable. Our team of talented landscape architects and urban designers will provide insight and opportunity for adding beautification and sustainability elements along the corridor. Urban design and landscape decisions will carefully consider City operations, maintenance, and available resources. We are excited about the opportunity to enhance this corridor's design through unique, context-sensitive, and community-driven beautification elements to create a showcase project for the City of Monterey Park.

Before and after illustrations in **Exhibit 2: Before/After Illustration** on pages 8-9 display examples of how the improvements may look once implemented. This visual tool to corridor planning allows us to analyze technical details while establishing continuity throughout Monterey Pass Road.

Mitigating Anticipated Design Challenges

Below, we have identified anticipated challenges and provided our approach to resolve them and meet the project's schedule.

Challenge #1: Commercial Vehicle, Bicycle, and Pedestrian Conflicts
Approach: Develop innovative bicycle treatments to the roadway

1. Maintain clear sightlines are clear particularly around driveways, so commercial vehicles can see cyclists and pedestrians from a distance. Existing sightlines can be improved by trimming existing overgrown bushes near conflict points or replacing them with lower-growing options.
2. Paint roadway surface graphics with vibrant green bicycle paint at bicycle lane/driveway crossings to notify cyclists and drivers where the paths intersect. Signing and striping will also direct users to use the road in a safe manner.
3. Use "daylighting" a restriction that prevents parking near intersections.
4. Installing street and pedestrian lighting, especially at key conflict locations, will make vulerable road users visible at night.

Challenge #2: Safety and Access
Approach: Create a safe roadway for all modes of transportation, while maintaing access to commercial and industrial properties along the corridor

1. Use only striping to separate bicycle lanes from traffic in front of and around driveways, leaving access paths open.
2. Provide advanced warning signage along the corridor for drivers, alerting them of the presence of bike lane.
3. Design fully protected intersections with additional bulb-outs on the North Segment to provide additional pedestrian protection at curb returns and shorten crossings.

Challenge #3: Pedestrian/Bicycle/Vehicle/Bus Conflicts
Approach: Draw off previously successful designs with bicycle lanes and transit stops to comfortably accommodate cyclists and Monterey Park Spirit transit users alike

1. Consider bus islands for either the Class II or Class IV options, routing bicycle traffic between bus stops and sidewalks.
2. Mitigate bikes/right-turning vehicle conflicts by considering designs such as signing/striping, bike signals, protected intersections, and "daylighting."
3. Consider combined bike lane/bus waiting areas bulb outs, as pictured below.

Challenge #4: Drainage
Approach: Develop innovative drainage solutions to maintain existing drainage patterns where possible, while maintaing optimal multimodal transportation operations

1. Construct Class IV bicycle facilities at grade with existing gutter, using median curb with curb cuts for separation from street. This design maintains flow lines along the existing curb and limits impacts to existing storm drain inlets, while also limiting the need for additional storm drain infrastructure.
2. Reconfigure drain grates to have slats perpendicular to the bike lane, avoiding wheels getting caught in grates. At-grade catch basins can also be modified to curb inlet openings at locations where feasible.

Figure 10 – Typical Shelter - Elevation

Challenge #5: Truck and Emergency Vehicle Access
Approach: Work closely with the City fire and police departments develop design that allows emergency vehicles circulation and access

1. Provide a mountable curb or median along Class IV bike lanes to accommodate emergency vehicles that infrequently use the corridor while still managing the average driver.
2. Install turn wedges and/or breakaway bollards to control the separation between the everyday driver and bicyclists, while still being able to accommodate larger vehicles where necessary.

Challenge #6: Future Maintenance
Approach: The Kimley-Horn team will incorporate considerations of maintenance into our design decisions and value engineering process

1. Discuss future maintenance responsibilities and concerns with the City early during the planning phase.
2. Bulb-outs and buffered bicycle lanes will require maintenance commitments by the appropriate City divisions and need to be considered for to guarantee success of the project for years to come. For example, the width of the bikeway and available street sweeping vehicles will need to be coordinated to prevent buildup of debris in the bikeway.
3. Accessibility to existing utilities will also be a consideration, and any adjustments/relocations to the current conditions will need to be coordinated with the respective utility agencies.

Challenge #7: Utility Impacts and Certification
Approach: Locate utilities early, identify conflicts, begin agency coordination early, and complete utility certifications

1. Obtain readily available as-built plan from agencies.
2. Leverage project knowledge to complete Ground Penetrating Radar (GPR) for critical areas immediately following NTP to incorporate into the 35% PS&E. Send "A-Letters" to utility companies to obtain their utility maps to confirm existing utilities locations as shown in GPR results. "A-Letters" will notify utility companies that the project is in design, giving them time to notify the design team of any adjacent/ concurrent/future projects they may have.
3. Pothole utilities following 60% PS&E to ocate utilities with potential conflicts.
4. Distribute "B-Letters" to utility agencies following 60% PS&E. Engage in coordination to develop points of contact, determine cost considerations, and reach consensus on who will perform utility relocations.
5. Work with SCE and all other utility agencies along the corridor to coordinate utility relocation. Coordinate with them closely to confirm location/ownership of existing facilities, prior rights, and resolve utility conflicts prior to bid advertise to avoid potential delays during construction.

We Bring the Right Solutions

To mitigate risks that may arise, the Kimley-Horn team will document and update risks matrix informed by extensive project knowledge and experience from working on similar projects. To save time at the project onset, the Kimley-Horn team has already identified several project risks and mitigation strategies, as shown below.

Risk	Project Impact	Kimley-Horn's Mitigation Strategy	Benefit to the City
Significant Design Criteria Pivots at 65%, 95% or 100% PS&E	Cost Increase Schedule Delay	Obtain design approvals from agencies for key design features ahead of 65% PS&E through the basis of design document. Share the document with plan reviewers at subsequent submittals.	Build consensus on design decisions to streamline review times and costs associated with design rework.
Unanticipated Utility Conflicts	Schedule Delay (Design and Construction)	Obtain Ground Penetrating Radar at select locations immediately following Contract NTP and perform utility potholing following the 65% submittal. Review responses to "A-Letters" and "B-Letters"	Streamline utility coordination and certification in design. Minimize schedule delays in construction.
Environmental Document Escalation to an Environmental Impact Report (EIR)	Schedule Delay Cost Increase	Maintain flexibility in the design around culturally sensitive areas. Pivot as needed between civil and striping improvements to avoid subsurface impacts while maintaining the project's vision.	Deliver the project without requiring significant design rework.
Community Reception of Project	Schedule Delay Funding Delay	Organize public meetings in "Open House" style with multiple stations for discussion. Include business owners along the corridor.	Hear all sentiments of the community and not allow a few voices to commandeer the entire meeting and influence attendees.
Consistent Outreach	Schedule Delay Cost Increase	Provide a uniform approach with advanced tools for community outreach and stakeholder engagement.	Engage critical stakeholders to inform important design decisions to progress the design.
Community Impacts During Construction	Schedule Delay Funding Delay	Develop a construction phasing approach that minimizes impacts to the community. Traffic control and business access will be coordinated prior to start of construction.	Minimize negative public feedback associated with construction activities.

We will consider a number of bike lane alternatives, including using different materials, colors, and placement based on what is most appropriate for this corridor as noted above.

We will consider cross-section improvement options, including the above.

Project Management Approach and Methodology

Kimley-Horn's approach to successfully delivering services is the result of years of careful tailoring. We have taken every lesson learned and client comment to heart, and we have developed a well-honed approach that allows us to consistently deliver timely, high-quality services. We strive to remain flexible throughout a project's processes, respond immediately to anything that comes our way, and solve problems with creative thinking in close coordination with the City stakeholders, as we have done on other projects with the City. A strong focus on project management is fundamental to delivering this project on time and on budget, and our project manager, **Jean Fares, PE**, will plan, direct, and coordinate the project team's work and provide progress updates throughout each step of the project. The following are project management processes that Kimley-Horn is able to follow throughout the life of this project.

Scope Control

Kimley-Horn has developed a three-part, proactive approach to managing and controlling project scopes:

Part One. Constant communication and coordination with the City project manager and key stakeholders from project initiation to closeout. Regular meetings with the agency project managers is the best way to control scope and budget creep, limit project surprises and/or risks, and understand potential changes in the project needs. Project communication needs will vary depending on the size and scope of the project.

Part Two. Check that the scopes are clearly defined, and both the City and the Kimley-Horn project manager have the same project understanding and expectations at the start of a project. Over the years, we have developed a solid understanding of the project process and have tailored our approach to project scopes and fees accordingly. A clearly defined scope and fee help so that the expectations of both the agency and the Kimley-Horn project manager can be met, and projects can be delivered more efficiently.

Part Three. Regular monitoring and updating of a project work plan, which is created at the start of each project. The project work plan is tailored to the specific type and size of the project and includes basic information such as project scope, budget, and schedule as well as additional project-specific items such as document control, quality control/quality assurance (QC/QA), risk management, staffing, and communication plans. We understand that each project, no matter the size or type, is important to the City and its cooperating agencies. Thus, we have established a robust project control plan and are committed to continuing to refine our project control process as projects and needs evolve.

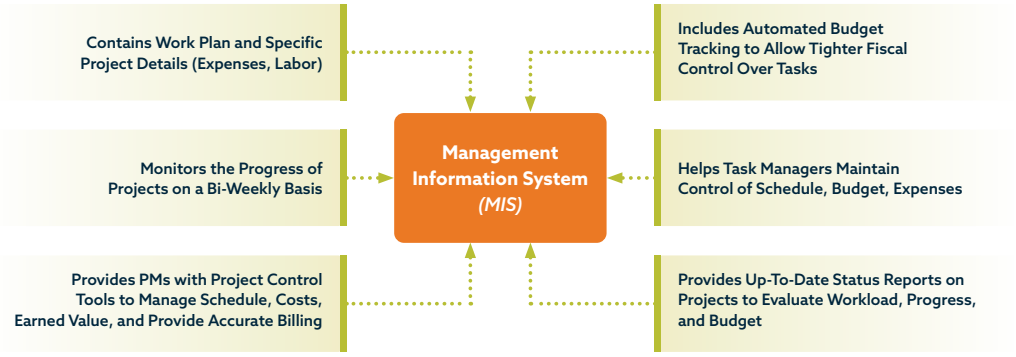
Budget and Schedule Control

Kimley-Horn has an excellent record of completing projects on schedule and within budget. We have a sophisticated Management Information System (MIS)—including software such as the CostPoint Project Accounting system and Microsoft Power BI—that allows our project manager to monitor budgets closely. Using the Project Effort Reports generated twice monthly by our MIS, our project manager will gain a clear understanding of the project scope early in the process to develop a realistic, well-thought-out work plan. Once the work plan is developed with the stakeholders, the project manager communicates to the project team the key milestones and submittal dates—including time for QC/QA reviews—as well as the importance of maintaining the established schedule and budget. This communication, along with teamwork and organization, results in successful projects and satisfied clients.

The best approach to keeping a project on schedule is to create a risk register whereby we:

1. Track each potential issue
2. Define the criticality of each potential issue
3. Identify the steps and dates for resolution of each potential issue

This approach holds the team accountable and forms the basis for the sequence of steps each team member needs to take to reach resolution and keep the project moving forward.



Approach to Quality

Recognizing the importance of careful quality control, Kimley-Horn developed a QC/QA manual that every project manager is required to know and use. Our procedures will help ensure high-quality services that satisfy your needs. There will be no learning curve relative to quality for our team. Our specific six-step QC/QA process for delivering project materials is shown below. This process allows us to develop quality reports, plans, specifications, and planning documents in a cost-effective manner on schedule while also giving our deliverables and our subconsultants' deliverables a thorough quality check.

Structure: Each QC/QA plan includes a project manager (responsible for the overall quality of the project), technical managers (engineers responsible for discipline design development), and a QC/QA manager (responsible for verifying that the QC/QA plan is being implemented and followed).

Procedures: Intradisciplinary checking of documents will be performed by a competent individual within each discipline other than the designer. We have established a color-coded comment process that involves the following steps: an initial check (performed by the checker), a review of comments to help confirm that suggested changes to the documents are given adequate consideration and the resolution is documented (performed by the designer), a review that helps ensure changes to the documents are completed in the original documents (performed by the designer), and finally, a review that helps guarantee changes to the documents are completed accurately (performed by the checker).

Interdisciplinary Reviews: Interdisciplinary reviews and coordination are performed throughout the project and prior to key submittals when senior staff from the various discipline groups are brought together to discuss and comment on the interaction of the overall project elements.

Quality Assurance Audit: The QC/QA manager, **Michael Choi, PE, LEED AP** will be responsible for conducting a quality assurance audit after completion of the checking and review process and prior to the submittal of any document or deliverable.

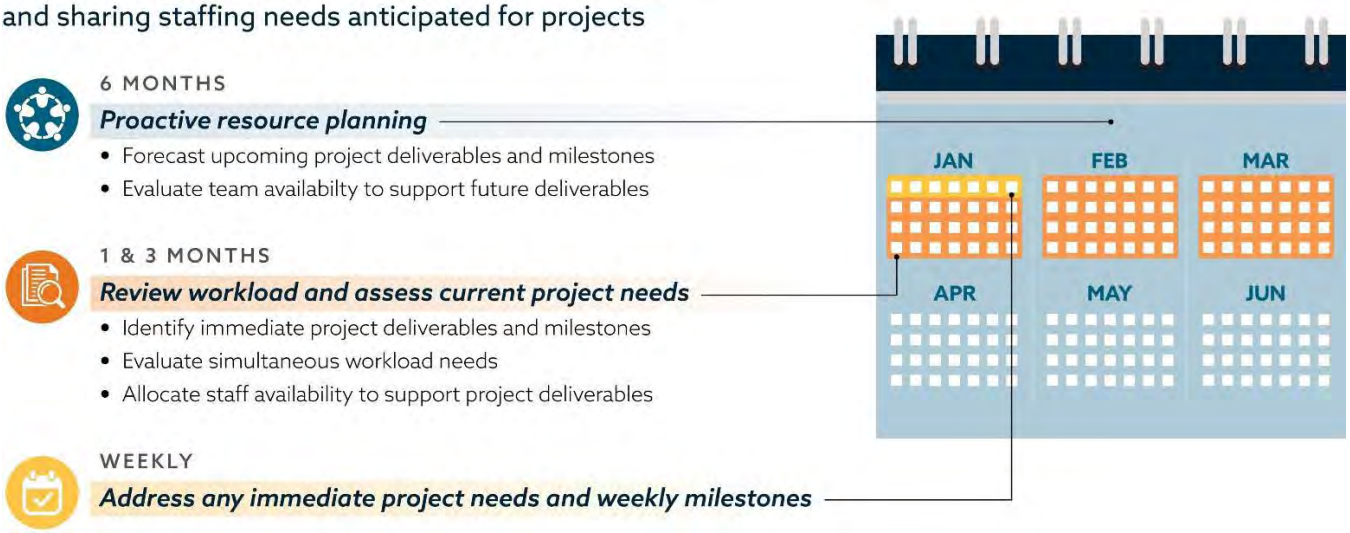
Deliverables and Document Control: The project manager, **Jean Fares, PE**, will manage the submission of design documents after the QC/QA audit is complete and at milestone completion dates.

Corrective Action Measures: Corrective action measures will be taken if incorrect or nonconforming work is discovered in deliverable items that have already completed the QC/QA process.

Responsiveness and Flexibility

Our team members are in an excellent position to provide responsive and flexible service to you on this contract. Kimley-Horn uses a workload forecasting technique (known as our castahead process) to determine workload requirements by division, office, and region. Our castahead forecast is an internal, propriety software that summarizes every active Kimley-Horn project. Our project manager will manage our castaheads to help ensure an accurate projection of staffing needs and overloads with detailed information for the upcoming month and a summary of up to the next six months. Kimley-Horn also uses this tool to facilitate the shifting and balancing of work across our entire firm based on workload needs to meet demands—whether that involves physically transferring work power or enabling someone to work remotely on a project from anywhere in the country. This castahead process enables us to assign ample staff and technical resources to complete your project on time and to your satisfaction. We can easily integrate team members from around the firm into the project without having to sign an interoffice teaming agreement or deal with any other internal red tape. This is where Kimley-Horn is unique; we can provide the local touch of a smaller firm while also providing the resources of a national firm. With this, we have the flexibility to tailor our approach to meet the specific needs of the City for this project and have the tools to be responsive to you as we have been on past projects.

Castaheads: A workload projection model, recording and sharing staffing needs anticipated for projects



Scope of Work

The project limits are defined along Monterey Pass Road between Floral Drive and Fremont Avenue/Garvey Avenue for approximately 8500 linear feet of roadway. Kimley-Horn will provide the services specifically set forth below.

Task 0: Project Management

Task 0.1: Kick-Off Meeting

Kimley-Horn will schedule a project kick-off meeting with the City of Monterey Park to discuss the scope of work, project schedule, establish communication protocols, and request project standards such as title block and as-built plans for the project. The City will identify appropriate City staff that should attend the meeting. The meeting will include a discussion of:

- Project's goals
- Specific project constraints
- Project schedule
- Roles and responsibilities

Deliverables:

- One (1) Meeting Agenda and Meeting Minutes with Action Items in PDF Format

Task 0.2: Progress Meetings

Kimley-Horn will coordinate and attend bi-weekly progress meetings with City staff and stakeholders. We anticipate up to 32 progress meetings for the project duration. Kimley-Horn will prepare agendas and meeting minutes to be distributed to attendees. An action items list and a status of project deliverables will be updated and made available for progress meetings.

Deliverables:

- Up to 32 Meeting Agendas and Meeting Minutes with Action Items in PDF Format

Task 0.3: CPM Project Schedule

Kimley-Horn will prepare a Critical Path Method (CPM) Project Schedule. The schedule will include tasks, subtasks, project milestone dates, and agency review periods for project submittals. The CPM schedule will be monitored during progress meetings. Kimley-Horn will notify the City of potential schedule delays and recommend options as appropriate. The schedule will be updated monthly to reflect actual progress and targeted progress on major milestones throughout the duration of the project.

Deliverables:

- CPM Project Schedule (Updated Monthly During Progress Meetings) in PDF Format

Task 0.4: Quality Assurance/Quality Control Plan

Kimley-Horn will prepare a Quality Assurance/Quality Control (QC/QA) Plan to be submitted during the kick-off meeting, which identifies QC/QA personnel for each discipline and the phases at which QC/QA will take place. Kimley-Horn will independently review and verify design calculations, plans, and deliverables. Plans and exhibits will be checked, corrected, and backchecked. Kimley-Horn will maintain written records of QC/QA activities throughout the project.

Deliverables:

- One QC/QA Plan in PDF Format

Task 1: Topographic Survey, Utility Research and Project Data Collection

Task 1.1: Review Existing Documents

Kimley-Horn will review City provided existing as-built and relevant studies. Kimley-Horn will use the existing documentation to understand existing conditions within the project limits.

Task 1.2: Surveying

Kimley-Horn's qualified surveying subconsultant, **Calvada Surveying, Inc.** (Calvada), will provide a design level topographic survey extending through the project limits to establish horizontal and vertical controls at 50-foot intervals. The survey will extend 50 feet outside of the City right-of-way within adjacent private parcels and 100 feet into cross streets. The survey control, survey features, and utility items to be shown are as follows:

Survey Control:

- The vertical control will be based on the North American Vertical Datum of 1988 (NAVD 88). A local municipal or Los Angeles County benchmark will be used.
- The horizontal control will be based on the California State Plane Coordinate System of 1983 (NAD 83).
- The survey will establish existing and proposed controls including centerline, street geometrics, and right-of-way throughout project limits.

Survey Features:

- The survey will be prepared using aerial photography. Supplemental observations will be taken at 50-foot street cross sections of the adjacent roads and compiled with the photogrammetric data to create the final deliverable. Spot elevations will be at back of walk/sidewalks, top of curbs, flow lines, gutter edges, driveway aprons, local depressions, and handicap ramps. The survey will be prepared to provide 1-foot contour intervals.
- Spot elevations to determine the water flow of adjacent streets and catch basins that terminate or commence offsite and flow within the project limits.
- Location of signing and striping within the project limits.
- Location of trees over 6 feet in height, regardless of caliper, within the project limits.

Utilities:

- Location, elevation, size, and type of visible above ground utilities within the site.
- Flow line invert elevations and sizes of drain inlets, sanitary sewer, and storm drain manholes adjacent to the site unless bolted down.

Calvada will prepare the Topographic Survey on full-size, 24 inch by 36 inch sheets at 1"= 40' scale using AutoCAD, plotting the survey notes and electronic mapping files.

Deliverables:

- Field Notes and Photos in JPG or PDF Format
- Draft and Final Topographic Survey in CAD and PDF Format

Task 1.3: Utility Coordination and Base Mapping

Kimley-Horn will obtain an initial list of existing utilities within the project limits using DigAlert and the City's Database. Kimley-Horn will prepare Utility "A" Letters on behalf of the City to send to utility companies within the project limits. The Utility "A" Letters will include a project description and request utility record maps to understand utilities within the project limits.

Kimley-Horn will track the date, contact person, phone number, and the documents received from utility companies in a Utility Coordination Matrix. This matrix will be updated and provided to the City to provide a status update of utility information received. To document the existing utility conditions within the project area, Kimley-Horn will develop a Utility Base Map using survey information, field inventory, record drawing information, and underground utility maps provided by utility owners.

Kimley-Horn will prepare Utility "B" Letters to reflect the proposed improvements and to verify the locations of facilities as incorporated into the Utility Base Map. Potential conflicts will be identified, and
follow-up will be conducted to resolve the conflicts or to coordinate relocation requirements. The matrix will be updated to capture this coordination.

Following the 60% submittal and receipt of utility potholing investigations, the Kimley-Horn team will prepare Utility "C" Letters to notify the owners and coordinate the utility contract documents in circumstances where facility adjustments and/or relocations are required. The matrix will be updated to capture utility coordination.

Deliverables:

- Draft, Revised, and Final Utility Base Map in CAD and PDF Format
- Utility A Letter, Utility B Letter, Utility C Letter in Word and PDF Format
- Utility Coordination Matrix in Excel and PDF Format

Task 1.4: SCE Coordination

Kimley-Horn is aware the City is working with Southern California Edison (SCE) on undergrounding a portion of the project corridor, from Garvey Avenue to Vagabond Avenue. The City will provide Kimley-Horn with the undergrounding plans developed by SCE. Kimley-Horn will compile this information in the Utility Base Map and SCE Coordination Matrix. This task assumes 30 hours of total effort.

Deliverables:

- SCE Coordination Matrix and Documentation in PDF Format

Task 1.5: Geotechnical Report

Kimley-Horn's qualified geotechnical subconsultant, **Group Delta Consultants, Inc.** (Group Delta), will provide the following geotechnical services:

Site Reconnaissance and City Permit Coordination
Group Delta will conduct a site walk to perform a reconnaissance of visually observable existing roadway infrastructure. Prior to performing field exploration, Group Delta will coordinate with Kimley Horn and the City of Monterey Park to obtain site access and schedule the work.

Field Exploration
Group Delta will conduct a field exploration that includes drilling borings to assess subsurface soil conditions. Field exploration will include coordination of permitting, traffic control, and subsurface exploration. Group Delta will conduct 12 to 16 borings to a depth of 10 feet each below the existing grade, using hang auger equipment. Bulk samples, and relatively undisturbed samples (at five-foot intervals) will be collected in the borings for soil classification and other potential laboratory testing.

Group Delta will perform up to two (2) shallow infiltration tests in two (2) of the proposed borings. Group Delta will perform these tests in general accordance with Los Angeles County Guidelines at locations coordinated with Kimley-Horn, based on the project needs.

Laboratory Testing
Soil samples obtained during the field investigation will be tested in Group Delta's laboratory to evaluate their physical properties and engineering characteristics. The specific laboratory tests to be performed will depend on the soils encountered during the exploration.

Geotechnical Analyses and Report
Group Delta will analyze the data from the subsurface exploration and laboratory testing and conduct geotechnical evaluations and analyses to prepare a project geotechnical report with recommendations for design. The geotechnical report will not address the seismic hazards.

Group Delta will prepare a geotechnical report summarizing the data collected and present design recommendations, containing the following:

- A plot plan showing the locations of explorations and the layout for the planned improvements and facilities
- Boring logs with a description of the subsurface soils and groundwater conditions encountered, and the locations of samples taken
- Description of the laboratory testing program, including test results
- Subsurface characterization and groundwater conditions
- Brief discussion of geologic hazards
- Geotechnical recommendations for design including grading; shoring; reuse of excavated materials for fill and backfill; and, placement of compacted fill, and utility backfill
- Loading recommendations for minor retaining wall design, if needed, including soil lateral pressure, surcharge, hydrostatic and seismic increment where applicable. Lateral pressure for Active, at-rest and passive conditions will be included
- Geotechnical recommendations for pavement and concrete hardscape
- Geotechnical recommendations for storm water infiltration
- Geotechnical recommendations for utility trenches and backfill
- Geotechnical recommendations for sign structure foundations, and other minor foundations, if applicable

Deliverables:

- Draft and Final Geotechnical Report in PDF Format

Task 1.6: Traffic Corridor Study

Kimley-Horn will prepare a traffic corridor study to analyze the existing roadway segments, lane configurations, and pedestrian facilities. The study will analyze the feasibility of implementing Class II or IV bicycle lanes through the corridor with and without widening the existing roadway.

A Level of Service (LOS) analysis for signalized intersections and street segments for pre- and post-implementation of bicycle facilities will be conducted under the following scenarios:

- Existing
- Existing + Project
- Future
- Future + Project

Kimley-Horn's qualified subconsultant, **Counts Unlimited Inc.**, will collect turning movement counts during the weekday morning and evening peak hours and will create a Synchro model for the corridor to analyze the intersection LOS.

The study will include a safety benefit analysis including estimated reduction of collisions over a 20-year period and estimated benefit to cost ratio. A parking utilization study will be conducted to understand the existing and future need of on-street parking and feasibility of proposed lane configurations.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables:

- Draft and Final Traffic Corridor Study in PDF format

Task 2: Preliminary Design and Community Outreach

Task 2.1: Conceptual Design Alternatives and Basis of Design Memorandum

Following the items completed in Task 1, Kimley-Horn will prepare up to two conceptual design alternatives at on full-size, 24 inch by 36 inch sheets at 1"= 40' scale using AutoCAD 2024 or later. The two (2) conceptual design alternatives will show existing conditions, proposed lane configuration cross section, and high-level impacts to surrounding areas. Kimley-Horn will analyze alternatives on a conceptual level for vehicle capacity, topography, bicycle facilities, pedestrian access, transit facilities, utility improvements, time, and cost.

Kimley-Horn will summarize the conceptual design alternatives and analysis in a "working" Basis of Design Memorandum. The Basis of Design Memorandum will provide a project understanding, description of the proposed improvements, outline key design standards and design exceptions, and state the Kimley-Horn interpretation of the design standard as applied to the Project's local context.

Kimley-Horn will use the conceptual design alternatives and Basis of Design Memorandum to facilitate community outreach meetings with stakeholders and seek approval of a design alternative from the City prior to preparing 35% design plans.

Task 2.2: Community Outreach Tools and Materials

Kimley-Horn will work with the City to develop project branding and collateral materials. Materials will be made available in print and electronic formats for easy access and dissemination on the City webpage and other online resources.

- **Branding** – In collaboration with the City, project branding will be developed. Once branding is established, it will be used on outreach resources to help create project identity and awareness. Branding will include one PowerPoint template, one (1) fact sheet template, and one (1) Microsoft Word template. This task assumes one round of consolidated comments.
- **Interactive Project Map and Comment Log (Added Value)** – Kimley-Horn will prepare an interactive map of the project corridor showing proposed design features. Kimley-Horn will export results of the feedback received into a comment log to identify key stakeholder concerns to be implemented into the project design. This task assumes up to two (2) revisions will be provided on the Interactive Map during project development.
- **Stakeholder Database** – The team will assist with providing to the City's stakeholders database, including new contacts generated through public engagement activities and received comments. This database will be maintained throughout the project life cycle and be available to the City.
- **Meeting Notices and Meeting Materials** – Kimley-Horn will prepare notices that will consist of traditional and digital formats, such as direct mailers, flyers, electronic mail, and e-communication toolkits. Agendas, presentations, sign-in sheets, public comment cards, directional signage, and other miscellaneous materials will feature project branding for continuity and public recognition.

Deliverables:

- Draft and Final Project Branding Documents (one [1] PowerPoint template, one [1] fact sheet template, and one Microsoft Word template)
- Interactive Project Map Link and Comment Log (exported monthly) in Excel Format
- Stakeholder Database (exported monthly) in Excel Format
- Up to four (4) sets of Notices and Meeting Materials (Email Communications, Flyers, Agendas, Presentations, Displays, and Sign-In Sheets) in Electronic Format

Task 2.3: In-Person Community Outreach, City Traffic Commission, and City Council Meetings

Kimley-Horn will work with City staff to host up to two (2) in-person community outreach meetings to introduce the project and collect feedback from project stakeholders and the public on the conceptual design alternatives. The Kimley-Horn team will summarize the received input, discuss with City staff, and note design decisions on the plans.

Kimley-Horn will work with City staff to present the two (2) conceptual design alternatives to the City Traffic Commission for feedback and comments. Kimley-Horn will incorporate feedback and note design decisions on the plans.

Kimley-Horn will work with City staff to present to the City Council the two (2) conceptual design alternatives for selection.

Deliverables:

- Up to two (2) In-Person Community Outreach Meetings with support staff, Agendas, Presentations, Sign In Sheets, and Event Photos
- Up to two (2) Community Outreach Meeting Summaries
- Up to one (1) City Traffic Commission Meeting Presentation
- Up to one (1) City Council Meeting Presentation

Task 2.4: Environmental Documentation

Following the preliminary design submittal, Kimley-Horn will prepare the Environmental Documentation to support the project. Based on the proposed improvements of the project, Kimley-Horn anticipates that the project would qualify as either a Class 1 Categorical Exemption (CE) or a Mitigated Negative Declaration (MND) and the City would be the lead agency.

The CEQA Guidelines state that a Class 1 CE applies to existing highways and streets, sidewalks, gutters, and bicycle facilities such as bicycle lanes, bicycle parking, bicycle-share facilities, and transit improvements that do not create additional automobile lanes.

Task 2.4.1: Project Description

During the project kick-off meeting, Kimley-Horn will identify and compile the relevant background data, define the aspects of the project description for the purposes of environmental analysis, discuss the schedule for environmental review, and identify anticipated discretionary actions. Upon receipt of the various project information, Kimley-Horn will prepare a project description for City review. This task assumes one round of consolidated comments.

Deliverables:

- Identification of Project Data Needs
- One (1) Draft Project Description in PDF format
- One (1) Final Project Description in PDF format

Task 2.4.2: Technical Analysis

Air Quality

Kimley-Horn will prepare an air quality technical analysis to evaluate impacts associated with the proposed project. Kimley-Horn will assess air quality emissions in accordance with the South Coast Air Quality Management District's (SCAQMD's) recommended methodologies set forth in the SCAQMD CEQA Air Quality Handbook. The analysis will be prepared in accordance with the criteria, standards, and provisions of CEQA and will respond to the applicable checklist items within Appendix G of the CEQA Guidelines. The technical analysis will study the Construction Emissions, Operational Emissions, Localized Impacts, and Plan Consistency.

Biological Resources Memorandum

Kimley-Horn's qualified biological consulting subconsultant, Hamilton Biological Consulting, Inc. (Hamilton), will provide a tree inventory of the project site once the preliminary design of the improvements is finalized. Hamilton will conduct a field survey of the trees within the project limits and will summarizing the tree inventory including identifying tree trunk diameters and heights.

Deliverables:

- One (1) Final Tree Inventory Memorandum in PDF Format

Cultural Resources Assessments

Kimley-Horn will prepare a cultural and paleontological resources assessments. These assessments will analyze if the project limits contain or could reasonably contain cultural and/or paleontological resources and if the project would have a significant effect on the environment due to present resources. This task assumes the project will be subject to CEQA with the City as the lead agency, and that no involvement from Caltrans that would require Caltrans reporting requirement will occur. Preparation of these assessments involves research, field survey, and reporting.

Deliverables:

- One (1) Cultural Resources Assessment in PDF Format
- One (1) Paleontological Resources Assessment in PDF Format

Noise and Vibration

Kimley-Horn will prepare a noise and vibration assessment to quantify construction noise levels. The analysis will examine whether the project would generate a substantial increase in ambient noise levels in the vicinity of the project in excess of applicable standards. The study will observe existing conditions and regulatory setting, construction noise, vibration, and operational noise. Noise and vibration effects during construction will be compared to the applicable significance criteria.

Hazardous Materials Screening

Kimley-Horn will review if any portion of the project site is located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Task 2.4.3: Categorical Exemption Documentation

If the above technical analysis/reports indicate that no impacts would occur and a CE is appropriate, Kimley-Horn will proceed with a CE.

Kimley-Horn will prepare a memorandum supporting the appropriateness of a CE. The memorandum will include the project description, summary of the findings of the technical analyses, and citations to the CEQA guidelines.

This task assumes the City will provide two (2) rounds consolidated set of comments on the CE. Kimley-Horn will revise the CE and will provide the City with a final copy. Kimley-Horn will prepare and file the Notice of Exemption (NOE) for the project, as well as provide the NOE to the State Clearinghouse via CEQANet. Kimley-Horn will post the NOE with the County Clerk, as well as paying the required $75 filing fee.

Deliverables:

- One (1) Draft Categorical Exemption in PDF format
- One (1) Revised Categorical Exemption in PDF format
- One (1) Final Categorical Exemption in PDF format
- Submittal of NOE to the County Clerk and Payment of the $75 County Clerk Filing Fee

Task 2.4.4: Public Hearings

Up to two (2) Kimley-Horn staff will participate in up to two (2) virtual public hearings to support the CE. Participation in and attendance at additional meetings can be provided as additional services and performed at Kimley-Horn's then-current hourly rates.

Task 2.5: Hydrology and Hydraulics Study

Kimley-Horn will prepare a hydrology study to identify hydrologic considerations that may affect the proposed design. Kimley-Horn will analyze existing and proposed drainage facilities and their operations, existing drainage areas and patterns, and document current City Design Standards for their ability to accommodate future design flows based on proposed improvements. Kimley-Horn will identify potential stormwater quality impacts and identify treatment options to avoid, reduce, or minimize the potential for storm water quality impacts.

This task assumes draft and final submittals aligned with the 35% and 60% design submittals. This task assumes up to one round of consolidated comments following the draft submittal.

Deliverables:

- One (1) Draft and Final Hydrology and Hydraulics Report in PDF format

Task 2.6: Storm Water Pollution Prevention Plan (SWPPP)

Kimley-Horn will prepare a SWPPP report for the project improvements as required by the State Water Resources Control Board. Kimley-Horn will designate a staff member as the Qualified SWPPP Developer (QSD) for the project. This report will incorporate the erosion control plan and details for the construction site. Preparation of the SWPPP will include risk calculations that will further define the SWPPP requirement. This proposal assumes that the site will be classified up to a Risk Level 2. Should the site be categorized as a Risk Level 3, additions to the SWPPP scope will be required. The SWPPP will address pollutants, sediment and non-storm water discharges. BMP's will be selected to reduce or eliminate pollutants from site discharge. Kimley-Horn will assist the City in submitting input into the SMARTS system for the City's certification and processing of NOI to obtain Water Discharge Identification Number (WDID).

Kimley-Horn is not responsible for implementation of the SWPPP, BMP selections made in the field, stormwater sampling, or fees related to permitting. The effort for this task also assumes the Regional Water Quality Control Board (RWQCB) will not require any additional stormwater pollution prevention measures or processes beyond those required by the CGP.

Assumptions

- NOI Fees will be Paid by the City
- Once Construction Begins, Kimley-Horn is Limited to the Role of QSD Only
- This task assumed draft and final submittals aligned with the 60% and 90% design submittals.
- This task assumes up to one round of consolidated comments following the first submittal.

Deliverables:

- One (1) Draft and Final SWPPP in PDF format

Task 2.7: Preliminary Design Plans (35% PS&E)

Upon the selection and approval of the preferred Conceptual Design Alternative, Kimley-Horn will prepare Preliminary Design Plans (35% PS&E) for the project. The Plans will show existing right-of-way, existing and proposed alignment of curbs, sidewalks, driveways, striping, bus stops, and centerlines on the appropriate plans and supplement the environmental documentation.

The Plans will be prepared in accordance with City Standards, Caltrans Standard Plans, Standard Plans for Public Works Construction (SPPWC), and the CAMUTCD on 24 inch by 36 inch, full-size sheets, using AutoCAD 2024 or later. It is assumed that specifications will not be provided at the 35% submittal. It is assumed that a total of 43 plan sheets will be developed to a 35% level.

Note: The plan descriptions below outline the contents of 100% plans and not all elements will be incorporated into the 35% submittal.

Title Sheet (One [1] sheet; Varies)
The title sheet will show the project title, City project number, a vicinity map, a location map, the project design team, list of utility companies within the project limits and their contacts, and sheet index.

General Notes (Three [3] sheets; N/A)
The general notes sheet will show a standard plans list, hatching/linetype/symbol legend, abbreviations, notice to contractors, assessor's parcel number tables, and City general notes, and construction notes.

Key Map (One [1] sheet; 1" = 100')
The key map sheet will show a map of the corridor and show the corridor limits covered on each of the civil plan sheets.

Survey Control (Six [6] sheets; 1" = 40')
The survey control sheet will provide centerline establishment notes, horizontal and vertical control points, centerline stationing, station equations, line and curve information, record angles, distances between monuments/established points, and basis of bearings. The plans will identify private right of entries along with temporary construction required to construct the proposed improvements.

Typical Sections (One [1] sheet; NTS)
The typical section sheet will show up to four cross-sections typical to station ranges along the corridor. The sheets will include construction notes and dimensions showing the proposed roadway improvements including the pavement limits, medians, right-of-way, and curb and gutter, sidewalks, landscaping. The cross-sections will note the existing and proposed pavement structural sections and cross-slopes.

Street Improvement Plans (12 sheets; 1" = 20')
The street improvement plans will include a plan view will include proposed civil improvements (e.g. repaving, curb ramp, sidewalk upgrades, bus stop signage, shelters, furniture, and EV charging locations). Construction notes, hatching, and dimensioning will be provided to control the layout of the improvements. The plan view will show station/offset/elevation callouts, line and curve tables, radii callouts, cross slopes, and dimensions. The plans assume no profiles will be shown.

Bus Shelter Schematic Plans (Three [3] sheets; Varies)
Kimley-Horn will develop a Bus Shelter Schematic Design for one bus shelter design that may be used at bus stop locations within project limits, currently served by Spirit Bus Route 4. Kimley-Horn will prepare up to three bus shelter concepts using a 3D rendering program. For each concept, one sheet will be developed, including (i) sketches and precedent imagery, (ii) elevations, and (iii) perspective renderings. This will include an evaluation matrix and narrative discussion of the benefits and drawbacks of each concept.

Once a preferred design is selected we will prepare a Concept Schematic Plan with precedent imagery, a narrative description of the concept, overview of key design principles as expressed by the City, and plan, elevation, and perspective views. The Concept Schematic Plan will be incorporated in the technical specifications to be used by the contractor to procure the construction documentation and specifications for installation.

Landscape Plant Palette and Schematic (Two [2] sheets; N/A)
A landscape plant palette and schematic will be developed for the project limits based on our experience in bikeway design and green infrastructure that meets City Standards.

Street and Pedestrian Lighting Plans (Six [6] sheets; 1" = 40')
The lighting plans will include street lighting general notes, a plan view of existing street and pedestrian lights, proposed street and pedestrian lights, points of connections, conduit runs, and construction notes, circuit diagram details, street light pole details, and pedestrian light pole details. Kimley-Horn will provide voltage drop calculations and illumination calculations and exhibits in support of the plans.

Kimley-Horn assumes no custom streetlight, pedestrian poles, foundation designs, calculations to be required and items will be per City standards.

Traffic Signal Modification Plans (Four [4] sheets, 1" = 20)
The traffic signal modification plans will include a plan view of the existing and proposed traffic signal equipment, including controller cabinets, service connections, traffic signal standard poles, vehicle and pedestrian signal heads, pull boxes, conduit, loop detection, and signage. Construction notes, dimensioning, phase diagrams, signal standard schedules, and conductor schedules will be included. Kimley-Horn will utilize as-built street improvement, striping, traffic signal, plans provided by the City for preparation of base plans, along with the proposed civil plans being prepared as part of this project and field notes. Plans will be prepared for the following intersections along Monterey Pass Road: Floral Drive, Davidson Drive, Vagabond Drive, and South Fremont Avenue.

Signing and Striping Plans (Six [6] sheets, 1" = 40)
The signing and striping plans will include a plan view of the existing and proposed signage and roadway striping. Construction notes, dimensioning, sign legends, and striping details will be included. Kimley-Horn will utilize as-built street improvement, striping, traffic signal, provided by the City for preparation of base plans, along with the proposed civil plans being prepared as part of this project and field notes.

Opinion of Probable Construction Cost
Kimley-Horn will prepare an Opinion of Probable Construction Cost (OPCC) for the biddable construction items from the 35% preliminary design plans for value engineering purposes. Kimley-Horn will provide a quantity breakdown and supporting calculations will be provided for bid items that cannot be directly correlated to plans (e.g. earthwork, pavement volumes, concrete volumes).

Site Visit Observation
Kimley-Horn will send up to two (2) team members to the field to conduct a visual site observation with the City. The observation will include an evaluation of the existing conditions relative to the current standards and proposed improvements. The notes made during the observation will be referenced as part of the design.

Deliverables:

- One Preliminary Design Plans in PDF and CAD format
- One Preliminary OPCC in Excel and PDF format

Task 3: Final Design: Plans, Specifications, & Opinions of Probable Construction Cost (PS&E)

The Kimley-Horn team will prepare PS&E and an OPCC for the proposed improvements. Kimley-Horn will produce the following deliverables at the 60%, 90%, and 100% PS&E submittals for City review and comment.

The plans will be prepared in accordance with City Standards, Caltrans Standard Plans, SPPWC, and the CAMUTCD on 24 inch by 36 inch, full-size sheets, using AutoCAD 2024 or later.

In additional to the 35% plans, it is anticipated that an additional 45 plan sheets will be prepared as outlined below, for a total plan sheet count of 88 sheets.

Civil Detail Plans (10 sheets; 1" = 5' and 1" = 10')
The civil detail sheets will include a plan detail at intersections for up to 20 ADA curb ramps (1" = 5' Scale) and up to 2000 linear feet sidewalk upgrades (1"=10' Scale) alongside the roadway. The plan view will include station/offset/elevation callouts, line and curve tables, radii callouts, cross slopes, and dimensions. This assumes existing driveways are ADA compliant and will not need to be modified in order to construct curb ramp and sidewalk improvements.

Cross Section Sheets (Five [5] sheets, Varies)
Kimley-Horn will prepare intersection grid grades at 50 foot intervals for the project limits and provide elevations at TC, FL, EG, EP, BCR, ECR, and ½ curb return. Kimley-Horn will prepare cross sections at 50 foot intervals, indicating vertical and horizontal cross falls, elevations, and join elevations and details to private property, conforming to City standards.

Irrigation Notes, Schedules, and Details (Three [3] sheets; Varies)
The one page notes sheet will cover text abbreviations, drawing convention symbols, and construction notes for irrigation installation requirements related to the project scope.

The irrigation schedules will show point of connection pressure loss calculations, Model Water Efficient Landscape Ordinance (MWELO) charts, and irrigation controller schedules. The irrigation details will depict irrigation equipment details, including controllers, master valves, flow sensors, pressure regulators, valves and quick couplers, and other minor equipment. Required irrigation crossovers will be shown on the Civil Plans and referenced to on the Irrigation Plans.

Irrigation Plans (12 sheets; 1" = 20')
The irrigation sheets will capture tree, shrub, and ground cover irrigation layout in the Class IV bike lane buffers, and trees in the sidewalks flanking the corridor. The plans will include a keymap and abridged irrigation legend with symbols, which correspond to the irrigation callouts and symbols on the legend sheet.

Landscape Notes, Plant Schedule, and Details (Three [3] sheets; Varies)
The one-page (1) notes sheet will cover text abbreviations, drawing convention symbols, and construction notes for landscape installation requirements. The one-page tree protection notes sheet will follow City guidelines and apply to all existing trees that may be impacted during construction. The one-page planting schedule will include each plant species used on the project, identifying the species botanical and common name, container size, water use, total quantity used on the project, and the corresponding planting detail reference. Species symbol type shown in the schedule will match the symbols shown on the plan sheets. The landscape details will depict tree planting and staking requirements for parkways, medians, and City standard tree wells. Details for shrub and ground cover species layout and planting requirements will also be included. Mulch depth, soil backfill requirements, fertilizer quantities, and other relevant subbase materials will be identified where applicable.

Landscape Plans (12 sheets; 1" = 20')
The planting sheets will capture tree, shrub, and ground cover planting layout in the Class IV bicycle lane buffers, and trees in the sidewalks flanking the corridor. The plans will include a keymap and abridged planting legend with symbols and abbreviated species names, which correspond to the plant species callouts and symbols on the sheet. Species will be identified with a text callout at least once per sheet, recording the species quantity in the vicinity.

Opinion of Probable Construction Cost
Kimley-Horn will prepare an OPCC for the biddable construction items to be included with the 60%, 90%, and 100% submittals. Kimley-Horn will provide a quantity breakdown and supporting calculations will be provided for bid items that cannot be directly correlated to plans (e.g. earthwork, pavement volumes, concrete volumes).

Technical Specifications
Kimley-Horn will prepare technical specifications and bid schedule sections to be included in the project contract documents. The technical specifications will include special materials, productions, and installation procedures not covered under the City's Standard Specifications or Caltrans Standard Specifications. The technical specifications will include a provision for the contractor to prepare and submit traffic control plans that define a detour closure approach to minimize traffic and pedestrian impacts and accommodate staged work requirements. The technical specifications, bid schedule, and contract documents will be developed consistent with City format. The City will provide a sample of the construction proposal form and contract agreement.

Task 3.1: 60% PS&E Design

Upon City direction, Kimley-Horn will develop the 60% PS&E Submittal with the following subtasks:

Refine 35% PS&E Design Submittal
Kimley-Horn will update the plans based on a single consolidated set of comments provided by the City on the 35% PS&E Design Submittal. Kimley-Horn will prepare a 35% Comment Response Matrix to track comments received and their outcomes based on progress meetings.

Site Visit Observation
Kimley-Horn will send up to two (2) team members to the field to conduct a visual site observation with the City. The observation will include an evaluation of the existing conditions relative to the current standards and proposed improvements. The notes made during the observation will be referenced as part of the design.

Develop 60% PS&E Design Submittal
Kimley-Horn will prepare the sheets specified in Task 2 and 3 as part of the 60% PS&E. The OPCC will be updated to reflect the comments, changes, and proposed improvements shown in the 60% design plans. Kimley-Horn will submit 60% plans, specifications, an OPCC, and design calculations for review and comment from the City.

Deliverables:

- 30% Design Response Matrix in PDF format
- 60% Draft Design Plans in PDF format
- 60% Draft Technical Specifications in Microsoft Word and PDF format
- 60% Draft OPCC in Excel and PDF format

Task 3.2: 90% PS&E Design

Upon City direction, Kimley-Horn will develop the 90% PS&E Submittal with the following subtasks:

Refine 60% PS&E Design Submittal

Kimley-Horn will update the plans based on a single consolidated set of comments provided by the City on the 60% PS&E Design Submittal. Kimley-Horn will prepare a 60% Comment Response Matrix to track comments received and their outcomes based on progress meetings.

Potholing

Per the City's request, Kimley-Horn has allocated a separate item in the fee schedule for the City's use for potholing for utilities to be used as requested by the Kimley-Horn team and approved in writing by the City's Project Manager. This line item is to be used for potholing only. Utility information collected during potholing will be shown and incorporated onto the plans.

Develop 90% PS&E Design Submittal

The 90% PS&E design plans will be prepared and developed based on 60% PS&E design comments and the results of the potholing. The OPCC will be updated to reflect the comments, changes, and proposed improvements shown in the 90% design plans. Kimley-Horn will submit 90% plans, specifications, an OPCC, and design calculations for review and comment from the City.

Deliverables:

- 60% Design Response Matrix in PDF format
- 90% Draft Design Plans in PDF format
- 90% Draft Technical Specifications in Microsoft Word and PDF format
- 90% Draft OPCC in Excel and PDF format

Task 3.3: 100% PS&E Design

After receiving one (1) set of consolidated 90% PS&E design submittal comments, Kimley-Horn will review and revise the plans. Upon City approval and direction, Kimley-Horn will develop the 100% PS&E design with the following subtasks:

- Incorporate 90% consolidated submittal comments
- Finalize the Design Plans, Technical Specifications, and OPCC
- Sign and seal plans, technical specifications, and OPCC by a California licensed Civil Engineer
- Prepare an electronic Resident Engineer's file containing, final construction quantities and OPCC with backup calculation work sheets; soil and hydrology reports; survey data; utility file; and relative project information in digital formats

Deliverables:

- 100% Design Plans in DWG and PDF format
- Three Hard-Copy Wet-Signed 100% Design Plans
- 100% Technical Specifications in Microsoft Word and PDF format
- 100% OPCC in Excel and PDF format
- One Resident Engineer's Electronic File Containing, Construction Quantities and OPCC; Soil and Hydrology Reports; Survey Data; Utility File; and Relative Project Information in digital formats

Task 4: Bidding Phase Services

Kimley-Horn will provide the following as needed services to support the City during the bidding phase. This task assumes to up to 60 hours of total effort.

- Attend up to one (1) virtual pre-bid meeting
- Respond to bidder's questions
- Review bid costs/schedule of values of the three lowest bidders and advise the City on their costs

Task 5: Construction Phase Services

Kimley-Horn will provide the following as needed services to support the City during the construction phase. This task assumes to up to 130 hours of total effort.

- Provide support to City's Construction Manager to answer questions and clarifying items which relate to the proposed improvements
- Review and respond to contractor RFIs
- Review shop drawings and material submittals by the contractor
- Attend up to 12 in-person monthly construction meetings with the City's Construction Manager, contractor, and other stakeholders
- Review, if any, contractor change order requests and provide necessary information to the City's Construction Manager as they relate to Kimley-Horn's scope of work
- Attend up to five in-person project walk-throughs and assist in preparation of punch list(s)

Optional Task 6: Road Widening Alternative

If the results of the data collection, traffic corridor study, public outreach, and City Council require road widening to implement bike lanes. Kimley-Horn can provide the optional services specifically set forth below to develop the preferred alternative.

Optional Task 6.1: In-Person Community Outreach, City Traffic Commission, and City Council Meetings

If required, Kimley-Horn will provide another round of community outreach to aid the project development in advancing the road widening alternative. Kimley-Horn will work with City staff to host up to one in-person community outreach meetings to gain feedback on the design development.

Kimley-Horn will work with City staff to present the road widening alternative to the City Traffic Commission for feedback and comments.

Kimley-Horn will work with City staff to present to the City Council the progress made and design development of the road widening alternative.

Deliverables:

- Up to one (1) In-Person Community Outreach Meetings with Support Staff, Agendas, Presentations, Sign In Sheets, and Event Photos
- Up to one (1) Community Outreach Meeting Summaries
- Up to one (1) City Traffic Commission Meeting Presentation
- Up to one (1) City Council Meeting Presentation

Optional Task 6.2: Utility Coordination

If required, the Kimley-Horn team will coordinate with impacted utility companies by providing them with preliminary design improvement plans so that necessary relocation coordination can occur.

Preliminary design improvement plans will show existing utility facilities including underground, surface and overhead facilities. Preliminary design improvement plans will show proposed alignment of impacted existing utility facilities due to widening of the roadway. This task assumes 30 hours of total effort.

Deliverables:

- Utility Coordination Matrix in Excel and PDF Format

Optional Task 6.3: Low Impact Development (LID) Report

Kimley-Horn will define and document Water Pollution Control requirements and develop and incorporate in the plans post construction stormwater treatment measures along the length of the project.

Kimley-Horn will incorporate LID strategies into its design such as stormwater controls and identify project-specific measures to mitigate identified impacts. Drainage areas and total disturbed areas will be defined, climatic conditions, existing drainage conditions, site permeability, soil texture (from soils report), existing vegetation (if any), and groundwater (from soils report). Kimley-Horn assumes shallow infiltration will be the preferred method for treating stormwater withing the project limits.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables:

- One (1) Draft and Final LID Report in PDF format

Optional Task 6.4: Survey Monumentation

If required, Calvada will define/re-set up to five new monuments or of existing monuments and provide dimensioned drawings.

Deliverables:

- Up to one (1) Survey Monumentation Exhibit in CAD and PDF format

Optional Task 6.5: Environmental Documentation (CEQA MND)

If Kimley-Horn determines that the project will result in potentially significant impacts related to biological resources, cultural resources, hazardous resources, air quality, noise, or historic resources that require mitigation after completion of the technical analysis/report described below or the exceptions do not apply, Kimley-Horn will proceed, with authorization from the City, to prepare an MND for the project. The fee for Task 2.4 will be credited to Task 6.5 and only additional amount required added to this task.

Optional Task 6.5.1: Initial Study/Mitigated Negative Declaration (IS/MND)

If it is determined that the project is not exempt, Kimley-Horn will proceed with authorization from the City to prepare an MND for the project.

Additional Technical Analyses
In addition to the technical reports discussed earlier, Kimley-Horn will prepare standalone technical studies for Greenhouse Gases and Energy to support the MND.

Additional Greenhouse Gas (GHG) Analysis
The analysis will evaluate the project's potential contribution to cumulative environmental effects of climate change and whether the project would affect the state's ability to achieve established greenhouse gas (GHG) reduction goals.

Ad Energy Memorandum
The analysis will describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. The analysis will analyze energy consumption associated with short-term construction activities. The project would not require new operations or maintenance activities upon completion of construction activities.

- Air Quality, Agricultural and Forest Resources, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gases (GHGs), Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning Programs, Mineral Resources, Noise, Population and Housing, Public Services and Recreation, Transportation, Tribal Cultural Resources, Utilities, Wildfire, and Mandatory Findings of Significance.

Kimley-Horn will submit an electronic version (both Microsoft Word and Adobe PDF) of the administrative draft MND to the City for review and comment. Kimley-Horn assumes that the City will provide one round of review and consolidated sets of comments on the administrative draft MND. Kimley-Horn will then submit to the City a screen check draft IS/MND for City staff review and the City will provide one round of review and a consolidated set of comments on the MND. Kimley-Horn will incorporate the City comments and will prepare a finalized Public Review Draft MND.

Deliverables:
All deliverables will be transmitted electronically unless otherwise noted.

- Administrative Draft MND
- Screencheck Draft MND

- Public Review Draft MND
- Web-Ready Public Review Draft MND files (Three hard copies and one electronic copy)

Optional Task 6.5.2: CEQA Filing

Kimley-Horn will prepare and file the Notice of Intent (NOI) for the MND. Kimley-Horn will prepare the Notice of Completion (NOC) and Summary Form for the State Clearinghouse. Kimley-Horn assumes the City will provide all notices and the IS/MND to the State Clearinghouse via CEQANet. Kimley-Horn will post the NOI with the County Clerk. Kimley-Horn will mail the NOI to interested parties (up to 500). Kimley-Horn assumes the City will be responsible for costs associated any newspaper notices.

Deliverables: All deliverables will be transmitted electronically unless otherwise noted.

- Submittal of NOI to the County Clerk and State Clearinghouse
- Mailing of NOI to interested parties (up to 500 notices)

Optional Task 6.5.3: Responses to Comments, Final IS/MND, and Mitigation Monitoring Program

Following the conclusion of the public review period, Kimley-Horn will assist the City in preparing responses to any comments that may be received on the MND. It is assumed that City will compile and transmit to Kimley-Horn comments received on the MND throughout the public review period as one unified set of comments following the close of the public review period. Kimley-Horn assumes up to 22 hours of responses to comments.

The Final /MND will include the revisions, as necessary to reflect responses to comments, and a Mitigation Monitoring Program (MMP). Kimley-Horn will address two rounds of consolidated comments provided by the City on the Screencheck Final IS/MND (including the responses to comments), and one round of review and a consolidated set of comments by the City. Kimley-Horn will make necessary changes and submit a Final /MND to the City. This scope of work does not include preparation of findings of facts.

Deliverables: All deliverables will be transmitted electronically unless otherwise noted.

- Screen check Final IS/MND, which includes the responses to comments on the IS/MND
- Final IS/MND (three [3] hard copies and one electronic copy)
- Web-ready Final IS/MND files
- MMP

Optional Task 6.5.4: Public Hearings and Notice of Determination

Kimley-Horn will attend up to two virtual public hearings (up to three hours each hearing) during which approval of the project would be considered. It is assumed that City will coordinate and facilitate the meetings and that presentation materials describing or illustrating the project. Kimley-Horn will be available to answer questions concerning the CEQA process.

If the MND is adopted by the City, Kimley-Horn assumes the City will prepare the NOD and Kimley-Horn will promptly file the Notice of Determination (NOD) with the County Clerk. Pursuant to CEQA Guidelines Section 150775, the NOD will be filed within five working days after approval of the Project. Kimley-Horn will post the NOD with the County Clerk and assumes the City will provide the California Department of Fish and Wildlife Fee (CDFW) for an MND and Kimley-Horn will provide the $75 County Clerk filing fee. Kimley-Horn will upload the NOD, once recorded by the County Clerk, to the State Clearinghouse via CEQANet.

Deliverables: Deliverables will be transmitted electronically unless otherwise noted.

- Participation in up to two (2) Public Hearings
- Submittal of the NOD to the County Clerk
- Submittal of the NOD to CEQANet

Optional Task 6.6: PS&E Design for Road Widening

If required, Kimley-Horn will prepare the following prepare plans, specifications, and an OPCC to develop the road widening alternative. Kimley-Horn will produce the following deliverables and incorporate them into Task 2 and Task 3 (35%, 60%, 90%, and 100% PS&E submittals) for City review and comment.

The plans will be prepared in accordance with City Standards, Caltrans Standard Plans, SPPWC, and the CAMUTCD on 24 inch by 36 inch, full-size sheets, using AutoCAD 2024 or later.

The anticipated that an additional 66 plan sheets in this task will be prepared as outlined below, for a total plan sheet count of 154 sheets.

Catch Basin Relocations (28 Sheets, 1"=20')
The catch basin relocation plans will include plan and profile views of the existing and proposed connection for up to 28 catch basins. The profile view will show invert elevations, pipe lengths, pipe slopes, and catch basin dimensions (e.g. W value, V value). It is assumed that catch basin relocation plans are not required for the entire length of the corridor.

Street Improvement Plans With Profiles (20 Sheets, 1"=20')
If the road widening alternative is required, street improvement plans with profiles will replace those described in Task 2.7 and Task 3. The fee for Task 2.7 and Task 3 will be credited to the plans and only additional amount required added to this task.The street improvement plans will include a plan and profile views for concrete reconstruction and road widening. The plan view will include station/offset/elevation callouts, line and curve tables, radii callouts, cross slopes, and dimensions. The profile view will show existing and proposed elevations, grade breaks, and longitudinal grades along the roadway flowlines adjacent to the outer edge of pavement. Utility plans for other agencies (not the City) are not included in this scope.

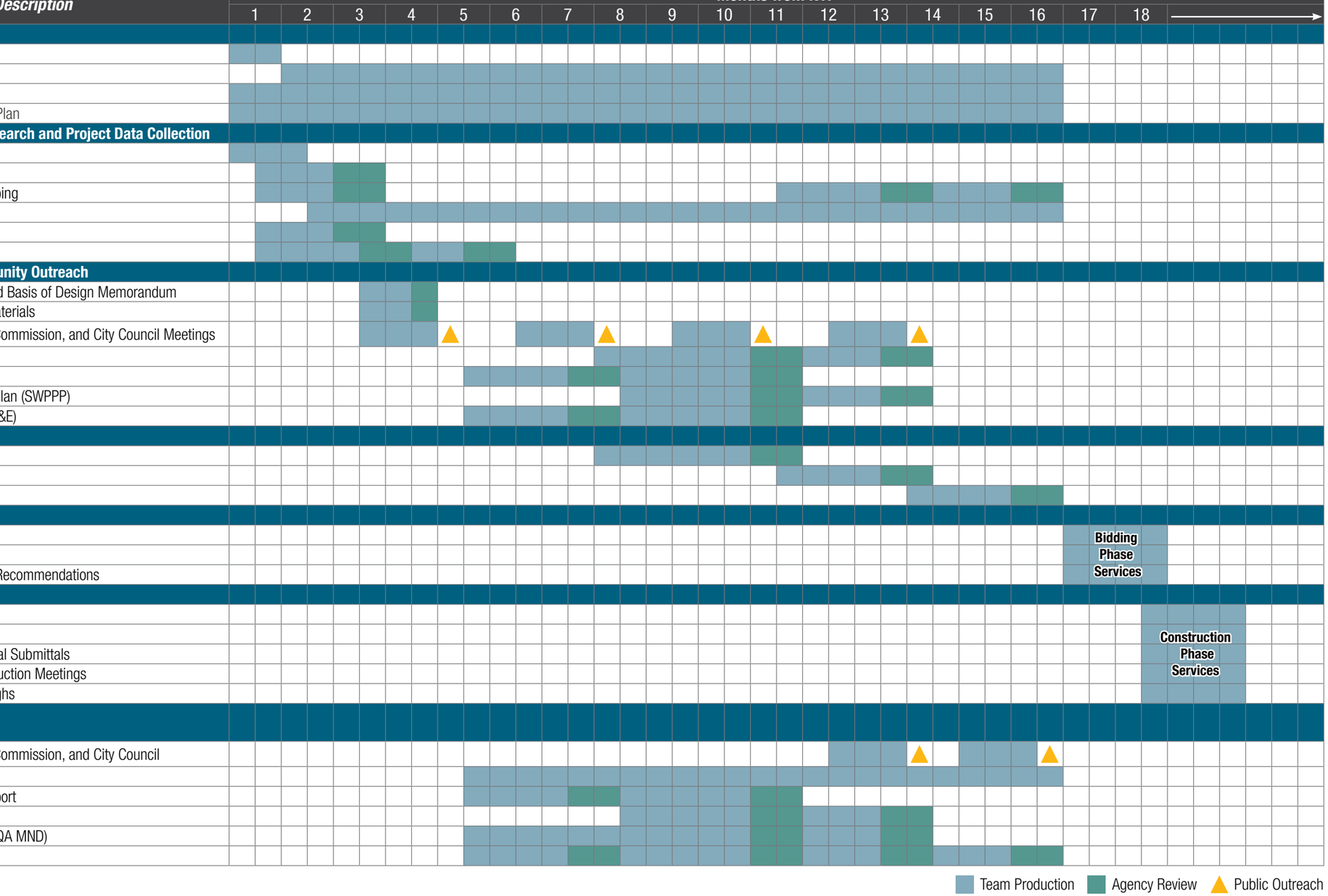
Civil Detail Plans (30 sheets; 1" = 10')
The Civil Detail Plans will provide enlarged views of reconstruction details for sidewalk replacement and driveway reconstruction for up to 185 driveways. The design of the driveways will proposed elevations, slopes, and grades for driveways along the corridor. The plans will show up to four typical sections and layout for driveway reconstructions. The plans will not show a specific cross section for each driveway.

Deliverables:
Submittals of PS&E design for road widening will coincide with the previously proposed 35%, 60%, 90%, and 100% submittals and include the following:

- **35% PS&E Preliminary Design Submittal**
  - 35% Preliminary Design Plans in PDF format
  - 35% Preliminary OPCC in Excel and PDF format
- **60% PS&E Design Submittal**
  - 60% Draft Design Plans in PDF format
  - 60% Draft OPCC in Excel and PDF format
- **90% PS&E Design Submittal**
  - 90% Design Response Matrix in PDF format
  - 90% Draft Design Plans in PDF format
  - 90% Draft Technical Specifications in Microsoft Word and PDF format
  - 90% Draft OPCC in Excel and PDF format
- **100% PS&E Design Submittal**
  - 100% Design Plans in DWG and PDF format
  - Three Hard-Copy Wet-Signed 100% Design Plans
  - 100% Technical Specifications in Microsoft Word and PDF format
  - 100% OPCC in Excel and PDF format
  - One Resident Engineer's Electronic File Containing, Construction Quantities and OPCC; Soil and Hydrology Reports; Survey Data; Utility File; and Relative Project Information in digital formats

SECTION 2 – SCHEDULE

Task	Task Description	Months from NTP
Task 0	**Project Management**	
0.1	Kick Off Meeting	
0.2	Progress Meetings	
0.3	CPM Project Schedule	
0.4	Quality Assurance/Quality Control Plan	
Task 1	**Topographic Survey, Utility Research and Project Data Collection**	
1.1	Review Existing Documents	
1.2	Surveying	
1.3	Utility Coordination and Base Mapping	
1.4	SCE Coordination	
1.5	Geotechnical Report	
1.6	Traffic Corridor Study	
Task 2	**Preliminary Design and Community Outreach**	
2.1	Conceptual Design Alternatives and Basis of Design Memorandum	
2.2	Community Outreach Tools and Materials	
2.3	Community Meetings, City Traffic Commission, and City Council Meetings	
2.4	Environmental Documentation	
2.5	Hydrology and Hydraulics Study	
2.7	Storm Water Pollution Prevention Plan (SWPPP)	
2.8	Preliminary Design Plans (35% PS&E)	
Task 3	**Final PS&E Design**	
3.1	60% PS&E	
3.2	90% PS&E	
3.3	100% PS&E	
Task 4	**Bidding Phase Services**	
4.1	Attend Pre-Bid Meeting	
4.2	Respond to Bidder's Questions	
4.3	Review Cost Proposals and Make Recommendations	
Task 5	**Construction Phase Services**	
5.1	Provide City Support	
5.2	Respond to RFI's	
5.3	Review Shop Drawings and Material Submittals	
5.4	Attend Twelve (12) Monthly Construction Meetings	
5.5	Attend Five (5) Project Walk Throughs	
Optional Task 6	**Roadway Widening Alternative**	
6.1	Community Meetings, City Traffic Commission, and City Council	
6.2	Utility Coordination	
6.3	Low Impact Development (LID) Report	
6.4	Survey Monumentation	
6.5	Environmental Documentation (CEQA MND)	
6.6	PS&E Design For Road Widening	



SECTION 3 – PROJECT TEAM, KEY PERSONNEL, AND RESUMES

Organizational Chart

Kimley-Horn knows that when you choose a consulting firm, you are looking to choose the people who will bring you technical and hands-on experience with similar projects and a commitment to timely, first-rate deliverables and client service. That's why we've carefully considered the composition of our team, identifying the most qualified personnel with recent, relevant project experience to work with you. Project manager, **Jean Fares, PE** will lead day-to-day work efforts and serve as the primary point of contact with the City. Jean has more than 35 years of professional experience in the fields of traffic and transportation engineering. Jean understands this project's need for a responsive team with a thorough knowledge of the City's planning and engineering design standards, and our team is structured to provide these requests. Supporting Jean is QC/QA Manager **Michael Choi, PE, LEED AP** who brings 28 years of experience managing civil engineering projects for similar municipalities across Southern California. In addition to Jean and Michael, our proposed team consists of individuals who have extensive experience working together to provide professional engineering services to the City and similar agencies and will be committed to the City throughout this project. The combination of our experience with the City, involvement completing similar design projects, and availability will allow us to commit the resources required for a project of this significance and magnitude. If selected, Jean and the rest of the identified team will serve you through the duration of the contract, unless otherwise discussed.

The organization chart on the following page showcases the names and responsibilities of our proposed team that will work on this project. Resumes for our key personnel can be found following the organizational chart.

City of Monterey Park

QC/QA Manager
Michael Choi, PE, LEED AP

Project Manager
Jean Fares, PE

Principal-in-Charge
Darren Adrian, PE

Pre-Design

Data Collection and Field Investigation

Surveying
Ramon Gonzales[1]

Geotechnical Engineering
Jaime Bueno PE[2]

Utility Coordination and Field Work
Vivian Chong, PE
Jocelyn Soria, EIT
Abbey Ibarra

Hydrology and Hydraulics
Jason Marechal, PE, LEED AP
Lupita Astorga, EIT

Traffic Corridor Study/Safety Analysis
Darryl dePencier, AICP, GISP, RSP$_{2B}$
Jim Roldan, TE
Kris Campos[3]
Rob Harvick[3]

Design

Community Outreach
Brandi Childress
Maya Bouchet, AICP

Transit/Amenity Design
Greg Kyle, AICP
Adam Maleitzke, AICP
Zander Dally, AICP

Environmental (CEQA/NEPA)
Jessie Barkley
Jessie Fan, ENV SP
Andray Cardoza

Biological Consulting
Robert Hamilton[4]
James Bailey[4]

Landscape Design
Michael Madsen, PLA, CLIA, ASLA
Michael Ledbetter, PLA

EV Charging
Jenna McDavid
Peter Syntax, PE, EE, LEED AP
Kent Sayler, EE, LEED AP BD+C

Civil Improvements
Sherry Ranta, PE, ENV SP
Eugene Huang, PE
Yiota Georgalis, PE
Freddy Quijada, EIT
Matthew Jacobson, EIT, ENV SP

Traffic Engineering/ITS

Traffic Signal Modification
Jason Melchor, PE
Alyssa Phaneuf, PE
Kevin Aguigui, PE, EE, TE, CSEP
Vivian Chong, PE
Rebecca Ung, EIT

Signing and Striping
Naomi Germain, PE, TE
Matthew Jacobson, EIT, ENV SP

Street Lighting
Tim Chan, PE
Carla Aboud, EIT

Pre-Construction/Construction

Bid/Construction Support
Jean Fares, PE
Michael Choi, PE, LEED AP
Jason Melchor, PE
Naomi Germain, PE, TE
Sherry Ranta, PE, ENV SP
Darren Adrian, PE

Bold = Key Staff

Subconsultants:
1. Calvada Surveying, Inc.
2. Group Delta Consultants, Inc.
3. Counts Unlimited, Inc.
4. Hamilton Biological Consulting, Inc.

Key Personnel Resumes

Jean Fares, PE

Project Manager; Bid/Construction Support

Professional Credentials

- Bachelor of Science, California State Polytechnic University, Pomona
- Professional Engineer in California #2097

Jean is a project manager with more than 35 years of professional experience in the fields of traffic and transportation engineering. He has provided traffic signal design at over 2,000 locations, signal system design at over 1,500 locations, traffic signal timing at over 2,500 locations, and has wide-ranging experience with traffic operations, signing and marking plans preparation, transportation management plans, and traffic control plans. Jean also has extensive experience applying traffic engineering, intelligent transportation systems (ITS) technologies, and communications infrastructure design as well as leading design-build transportation and transit projects. He has managed Kimley-Horn's contracts to provide on-call traffic engineering services to the Cities of Burbank, Glendale, Thousand Oaks, Agoura Hills, Santa Clarita, and more across Caltrans District 7.

Relevant Experience

- **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, Monterey Park, CA** – Project Manager
- **City of Monterey Park, Garfield Avenue Curve Advisory Speed Study, Monterey Park, CA** – Project Planner
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Manager
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Project Manager
- **City of Glendale, La Crescenta Avenue Road Rehabilitation Study, Glendale, CA** – Project Manager
- **City of Glendale, Proposition 84 Green Streets Demonstration, Glendale, CA** – Principal-in-Charge
- **City of Glendale, Glenoaks Boulevard Traffic Signal Modification, Glendale, CA** – Project Manager
- **City of Burbank, PS&E for San Fernando Class I Bikeway, Burbank, CA** – Principal-in-Charge
- **City of Culver City, Overland Avenue Bike Lane, Pedestrian, and High Friction Surface Treatment Improvement Project, Culver City, CA** – Project Manager
- **City of Culver City, MOVE Culver City 2023, Culver City, CA** – Project Manager
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Lawrence Drive/Teller Road Intersection Improvements Project, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Moorpark Road Sidewalk and Bike Lane Improvements, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Read Road Bike Path Connector, Thousand Oaks, CA** – Project Engineer
- **City of Thousand Oaks, Hillcrest Drive Class II Bike Lane Improvements, Thousand Oaks, CA** – Project Engineer
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Manager
- **City of Santa Monica, Ocean Park Boulevard Complete Green Street Project, Santa Monica, CA** – Principal-in-Charge
- **City of Agoura Hills, Agoura Road Bike Lane Project, Agoura Hills, CA** – Project Engineer
- **City of Agoura Hills, Planning and Computerized Traffic Signal Synchronization, Agoura Hills, CA** – Project Manager
- **City of Palm Springs, Racquet Club Road Lane Reconfiguration Project, Palm Springs, CA** – Project Manager
- **City of Palm Desert, CV Link Enhancements, Palm Desert, CA** – Project Manager
- **City of Palm Desert, Haystack Road and Highway 74 Intersection Modification, Palm Desert, CA** – Project Manager

Michael Choi, PE, LEED AP

QC/QA Manager; Bid/Construction Support

Professional Credentials

- Bachelor of Science, Civil Engineering Technology, Old Dominion University, Norfolk, VA
- Professional Engineer in California #67851
- Leadership in Energy and Environmental Design (LEED) Accredited Professional

Michael has over 28 years of experience with roadway, transportation, land development, water resources, and utility infrastructures planning and civil engineering design. He has managed projects that include streetscape improvements, roadway/street design, bike lane improvements and studies, utility infrastructure design and planning, traffic control, and stormwater management. As an experienced civil engineer, Michael oversees design staff, coordinating with client/agencies, subconsultants, and contractors from project inception to construction. He is adept at coordinating with his project team to arrive at innovative and cost-effective solutions to meet client goals.

Relevant Experience

- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Engineer
- **City of Glendale, Proposition 84 Green Streets Demonstration Project, Glendale, CA** – Project Engineer
- **City of Burbank, PS&E for San Fernando Class I Bikeway, Burbank, CA** – Project Manager
- **City of Burbank, Buena Vista Street and Winona Avenue Improvements, Burbank, CA** – Project Engineer
- **City of Burbank, San Fernando Boulevard/Burbank Boulevard Intersection Improvements, Burbank, CA** – Project Engineer
- **City of Los Angeles, Broadway-Manchester Active Transportation Equity Project, Los Angeles, CA** – Project Engineer
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing, Thousand Oaks, CA** – Project Engineer
- **City of Thousand Oaks, Moorpark Road Sidewalk and Bike Lane Improvements, Thousand Oaks, CA** – QC/QA Manager
- **City of Thousand Oaks, Read Road Bike Path Connector, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Rancho Road Sidewalks and Bike Lanes, Thousand Oaks, CA** – QC/QA Manager
- **City of Thousand Oaks, Moorpark Road/YMCA Driveway Left-Turn Lane Improvements, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Hillcrest Drive Class II Bike Lane Improvements Feasibility Study, Thousand Oaks, CA** – Project Manager
- **City of Santa Monica, Ocean Park Boulevard Complete Green Street Project, Santa Monica, CA** – Project Engineer
- **City of Santa Monica, Bicknell Street Green Street Project, Santa Monica, CA** – QC/QA Manager
- **City of Calabasas, Park Sorrento and Civic Center Way at Calabasas Road, Calabasas, CA** – Project Engineer
- **City of Calabasas, Mulholland Highway Scenic Corridor Improvements, Calabasas, CA** – Project Manager
- **City of Agoura Hills, Kanan Road/Agoura Road Ultimate Intersection Improvements Project, Agoura Hills, CA** – QC/QA Manager
- **City of Agoura Hills, Agoura Road Widening Project, Agoura Hills, CA** – Project Manager
- **City of Malibu, Civic Center Way Realignment Project, Malibu, CA** – Project Manager
- **City of West Hollywood, Citywide Safety Bollard Improvements Study, West Hollywood, CA** – Project Manager

Darren Adrian, PE

Principal-in-Charge; Bid/Construction Support

Professional Credentials

- Bachelor of Science, Civil Engineering, California State Polytechnic University, Pomona
- Professional Engineer in California #53031 and Utah #318105-2202

Darren brings over 32 years of professional experience in civil engineering related to planning, design, and construction of improvements on rail and rail-related projects. His strengths include implementing and overseeing multidisciplinary design and environmental studies related to rail grade separations, at-grade crossings, and roadway modifications surrounding railways. He has extensive experience coordinating with Southern California Regional Rail Authority (SCRRA), Union Pacific Railroad (UPRR), Burlington Northern Santa Fe Railway Company (BNSF), Caltrans, Los Angeles County, and other local agencies on these projects. He brings significant knowledge of railroad standards and procedures. The work also has given Darren strong working relationships and knowledge of standards within the railroad agencies, enabling him to lead efforts in resolving agency concerns and obtaining necessary approvals/permits in a timely and efficient manner. Moreover, Darren has a broad technical background that encompasses a wide range of civil engineering areas such as rail, roads, traffic, grading, drainage, utilities, etc. He effectively manages and coordinates multidisciplinary projects using a hands-on approach for providing solutions to the most challenging issues.

Relevant Experience

- **City of Santa Ana, Santa Ana Boulevard and 5th Street Protected Bike Lane PS&E, Santa Ana, CA** – Principal-in-Charge
- **City of Santa Ana, South Main Street Corridor Improvements, Santa Ana, CA** – QC/QA Manager
- **City of Santa Monica, Lincoln Neighborhood Corridor Streetscape Project (LiNC), Santa Monica, CA** – Project Manager
- **SCRRA, SCORE Program Phase 1, Simi Valley, CA** – Project Manager
- **Exposition Construction Authority, Design of Metro E Line Light Rail Transit (LRT) Phase 2, Los Angeles County, CA** – Kimley-Horn Project Manager
- **Alameda Corridor East Construction Authority, Brea Canyon Grade Separation, Industry, CA** – Project Manager
- **ACE, Temple Avenue Train Diversion, Pomona, CA** – Project Manager
- **Orange County Transportation Authority (OCTA), 17th Street Grade Separation Project, Santa Ana, CA** – Project Manager
- **County of Orange, On-Call Road/Bridge Engineering Services, Orange County, CA** – Project Manager
- **City of Corona, McKinley Grade Separation, Corona, CA** – Civil/Roadway Manager
- **City of Banning, UPRR/Sunset Avenue Grade Separation, Banning, CA** – Senior Engineer
- **Riverside County Transportation Department, I-10/Sunset Avenue Interchange Railroad Grade Separation PS&E, Banning, CA** – Senior Engineer
- **County of Riverside, I-10 Bypass Project Approval and Environmental Documentation (PA&ED), Riverside County, CA** – Project Manager
- **City of Beaumont, I-10/Pennsylvania Avenue Interchange Improvements, Beaumont, CA** – Project Manager

Vivian Chong, PE

Data Collection and Field Investigation – Utility Coordination and Field Work; Traffic Engineering/ITS – Traffic Signal Modification

Professional Credentials

- Bachelor of Science, Civil and Environmental Engineering, University of California, Los Angeles
- Professional Engineer in California #95833

Vivian is a civil engineer and has led and managed projects involving signal design, fiber-optic design, signing and striping, Americans with Disabilities Act (ADA) curb ramp design, and traffic control for multiple jurisdictions throughout her career at Kimley-Horn. She has a strong background in projects involved with increasing safety for pedestrians and bicyclists, delivered on multiple projects with strict schedules, and familiar with Highway Safety Improvement Program (HSIP), Active Transportation Program (ATP), and Safe Streets and Roads for All grant funding requirements. She has extensive experience at every step of a project, such as executing site visits, producing plans, specifications, and estimate packages, managing budgets, keeping the project on schedule, coordinating with various jurisdictions, subconsultants, and utility companies, and providing support during the bidding and construction phases.

Relevant Experience

- **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Ave HSIP Cycle 9 Project, Monterey, CA** – Project Manager
- **City of Monterey Park, Potrero Grande Drive Intersection Improvements, Monterey Park, CA** – Project Engineer
- **City of Maywood, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 11 Improvements, Maywood, CA** – Project Manager
- **City of Menifee, Citywide Traffic Signal Safety Improvement Design Services, Menifee, CA** – Project Manager
- **City of West Covina, Preliminary Engineering Services (PE) Phase Services, HSIP Cycle 10 Improvements, West Covina, CA** – Project Manager
- **City of South El Monte, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 9 Project, South El Monte, CA** – Project Manager
- **City of South El Monte, Traffic Signal Improvements at Lee Avenue and Garvey Avenue, and Durfee Avenue and Peck Road HSIP Cycle 10 Project, South El Monte, CA** – Project Manager
- **City of South El Monte, Systemic Safety Improvements at Signalized Intersections HSIP Cycle 11, South El Monte, CA** – Project Manager
- **City of Pico Rivera, Citywide Traffic Signal Safety Enhancements, HSIP Cycle 11, Pico Rivera, CA** – Project Manager
- **City of Culver City, MOVE Culver City 2023, Culver City, CA** – Project Engineer
- **County of Ventura, Las Posas Road and 5th Street Intersection Improvements, Ventura, CA** – Project Manager
- **City of Santa Clarita, Slurry Seal Signing and Striping Project, Santa Clarita, CA** – Project Manager
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Engineer
- **City of Santa Clarita, Copper Hill Drive Traffic Signal and Interconnect, Santa Clarita, CA** – Project Analyst
- **City of Manhattan Beach, Manhattan Beach Advanced Traffic Signal Project, Manhattan Beach, CA** – Project Engineer
- **City of Inglewood, Intelligent Transportation Systems (ITS) Gap Closure Part II, Inglewood, CA** – Project Engineer
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing, Thousand Oaks, CA** – Project Engineer
- **County of Los Angeles, Eastern Avenue Traffic Signal Synchronization Project, Los Angeles County, CA** – Project Engineer
- **County of Los Angeles, Rosecrans Avenue Traffic Signal Synchronization Project, Los Angeles County, CA** – Project Engineer
- **County of Los Angeles, Woodruff Avenue Traffic Signal Synchronization Project, Los Angeles County, CA** – Project Engineer
- **City of Palm Desert, Traffic Operations and Capacity Improvements Project, Palm Desert, CA** – Project Engineer
- **City of Palm Springs, Citywide Engineering and Traffic Survey (E&TS), Palm Springs, CA** – Project Engineer

Jason Marechal, PE, LEED AP

Data Collection and Field Investigation – Hydrology and Hydraulics

Professional Credentials

- Bachelor of Science, Civil and Environmental Engineering, University of California, Berkeley
- Professional Engineer in California #63164
- LEED Accredited Professional

Jason has 25 years of experience in civil engineering design and management, primarily focused on public and private land development projects. His technical expertise includes all civil design aspects of projects including grading, drainage, and utility design, along with extensive knowledge of hydrology and hydraulics, and water quality standards. Jason is well-versed in all of the recently updated Southern California post-construction water quality requirements, including the current MS4 permits across Southern California. Jason recently was a panelist at the state CASQA stormwater conference discussing the implication of the proposed Commercial, Industrial Institutional (CII) stormwater permit covering portions of Los Angeles County. His innovative approach to drainage and water quality design includes experience with low-impact development (LID), hydromodification, green streets, and large watershed studies. He has worked extensively in all counties in Southern California and has successfully completed the design of several projects in Orange County ranging from one acre to over 100 acres in size.

Relevant Experience

- **Confidential Industrial Project, Oxnard, CA** – Project Manager
- **Confidential Industrial Project, Irvine, CA** – Project Manager
- **Irwindale Speedway Commerce Center, Irwindale, CA** – Project Manager
- **Port Logistics Center, Torrance, CA** – Project Manager
- **The Merge Industrial, Eastvale, CA** – Project Manager
- **The Homestead Industrial, Eastvale, CA** – Project Manager
- **Industrial Warehouse Complex, Simi Valley, CA** – Project Manager
- **Brickyard Commerce Center, Compton, CA** – Project Manager
- **Brew Yard Redevelopment, Irwindale, CA** – Project Manager
- **Newhall Land, Valencia Commerce Center, Santa Clarita, CA**
- **World Logistics Center, Moreno Valley, CA** – Project Manager
- **Serrano Commerce Center, Corona, CA** – Project Manager
- **Douglas Park, Long Beach, CA** – Project Manager
- **Rocketdyne/UTC Canoga Park Campus, Canoga Park, CA** – Project Manager
- **Archibald and Limonite Mixed-Use, Eastvale, CA** – Project Manager
- **Cypress Retail Mixed-Use Project, Cypress, CA** – Project Manager
- **The Districts at Rubidoux, Jurupa Valley, CA** – Project Manager
- **Northridge Apartments Community, Northridge, CA** – Project Manager
- **Huntington Beach Senior Center, Huntington Beach, CA** – Project Manager*
- **Vivante Senior Housing, Costa Mesa, CA** – Project Manager*
- **Playa Guacamaya Master Plan, Costa Rica** – Project Manager*
- **Comstock, West Covina, CA** – Project Manager*
- **Sunflower Apartments, Santa Ana, CA** – Project Manager
- **Lennar La Palma Village Master Plan, Anaheim, CA** – Project Manager
- **Symmetry Residential, Northridge, CA** – Project Manager
- **Avalon Residential, Irvine, CA** – Project Manager*
- **Los Alamitos Medical Center, Los Alamitos, CA** – Project Manager
- **Harbor UCLA Medical Center Master Plan, Los Angeles, CA** – Project Manager
- **Orange Lutheran High School, Orange, CA** – Project Manager*
- **Morongo Travel Center, Cabazon, CA** – Project Manager
- **Morongo Circulation Improvements; Banning, CA** – Project Manager
- **Morongo Phase 1 Technical Study, Cabazon, CA** – Project Manager
- **Morongo Channel, Morongo Enterprise Sites, Banning, CA** – Project Manager
- **Morongo Expansion, Banning, CA** – Project Manager
- **Orange County Great Park Waterpark CEQA Review, Irvine, CA** – Project Manager
- **Morongo Travel Center, Cabazon, CA** – Project Manager
- **Sterling Pavilion Park, Garden Grove, CA** – Project Manager

**Prior to joining Kimley-Horn*

Darryl dePencier, AICP, GISP, RSP$_{2B}$

Traffic Corridor Study/Safety Analysis

Professional Credentials

- Master of Urban Spatial Analytics, University of Pennsylvania
- Bachelor of Arts, Geography, Carleta University, Ottawa, ON
- American Institute of Certified Planners (AICP) #59317
- Geographic Information Systems Professional #26552
- Road Safety Professional1 #273
- Road Safety Professional2B #17

Darryl has more than 16 years of experience assisting on and leading transportation planning and engineering projects. He uses data driven approaches to assess transportation system performance for operations, safety, equity, and other factors as needed. He has developed a number of data visualization techniques to make complex analysis accessible and understandable to the general public and decision makers. He uses a multi-faceted approach to public engagement to meet people at their level of interest and their preferred ways of communicating about projects. Hybrid traditional and online meetings, interactive mapping, surveys and public meetings are all used to share information and gather input.

Relevant Experience

- **City of Monterey Park, Planning and Engineering Services for the Preparation of LSRP, Monterey Park, CA** – Project Planner
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Planner
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Project Planner
- **City of Glendale, La Crescenta Avenue Road Rehabilitation VMT Analysis, Glendale, CA** – Project Planner
- **City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle Collisions SSARP, Santa Clarita, CA** – Project Planner
- **City of Artesia, Active Transportation Plan, Artesia, CA** – Project Advisor
- **San Luis Obispo Council of Governments (SLOCOG), US 101 Corridor Mobility Master Plan, San Luis Obispo County, CA** – Project Planner
- **SLOCOG, SR 227 Corridor Study, San Luis Obispo, CA** – Project Planner
- **Santa Cruz County Regional Transportation Commission, Unified Corridor Investment Study, Santa Cruz County, CA** – Project Planner
- **OCTA, Santa Ana Transit Cooperative Study, Santa Ana, CA** – Project Planner
- **Transportation Agency for Monterey County (TAMC), SR 68 Scenic Corridor Study, Monterey County, Salinas, CA** – Project Manager
- **San Benito Council of Governments, SR 25 Corridor for Transit Alternatives Evaluation, San Benito County, CA** – Project Planner
- **San Joaquin Council of Governments, Regional Congestion Management Program (RCMP) Update, San Joaquin County, CA** – Project Planner
- **Merced County Association of Governments, 2018 Regional Transportation Plan/Sustainable Communities Strategy, Merced, CA** – Project Planner
- **Stanislaus Council of Governments, 2018 Regional Transportation Plan, Sustainable Communities Strategy, and Environmental Impact Report, Modesto, CA** – Project Planner
- **City of Moreno Valley, RSA/Roadway Safety Signing Audit, Moreno Valley, CA** – Project Planner
- **City of Goleta, Traffic Safety Study for the SSAR/LRSP, Goleta, CA** – Project Planner
- **Caltrans, Strategic Highway Safety Plan Update and Implementation, Statewide, CA** – Project Planner
- **Caltrans, Safety Performance Measure Target Setting Analysis, Statewide, CA** – Project Planner
- **Highway Safety Improvement Program Grants, Multiple Cities/Counties, CA** – Project Planner

Brandi Childress

Community Outreach

Professional Credentials

- Master of Science, Transportation Management, San Jose State University
- Bachelor of Science, Business Administration, California State University, Stanislaus
- Communications Chair, Women's Transportation Seminar (WTS) San Francisco Bay Area

Brandi is a transportation industry professional with 35 years specializing in strategic communications, community outreach, and stakeholder engagement. She has led successful teams on various transportation projects by prioritizing strong partnerships, connection, collaboration, and early and active public engagement through all phases of the project delivery process. She brings a wealth of knowledge and a true passion for unifying communities around new ideas and mobility solutions. Prior to joining Kimley-Horn, Brandi grew her public involvement career with the Santa Clara Valley Transportation Authority (VTA) since 2001, serving as Chief Media Spokesperson and Public Affairs Manager before promoting to Chief of Staff to the General Manager where she focused on implementing time-and resource-management strategies for the executive team. She also co-created a renewed agency vision and plan alongside a newly hired general manager. Her deep roots in public service have allowed her to creatively implement transportation improvements with and for communities who need them most. Brandi is motivated by opportunities to apply her experience to elevate processes, programs, projects, and people.

Relevant Experience

- **City of Sunnyvale, Pedestrian and Bicycle Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway, Sunnyvale, CA** – Public Engagement
- **City of Sunnyvale, Mathilda Avenue Bikeway Study, Sunnyvale, CA** – Public Engagement
- **City of Sunnyvale, Caltrain Access Study, Sunnyvale, CA** – Public Engagement
- **Caltrain, Diridon Intermodal Station, San Jose, CA** – Planning, Stakeholder Engagement
- **Caltrain, Corridor Crossings Strategy, San Jose, CA** – Planning, Stakeholder Engagement
- **City of Glendale, Speed Safety System Program, Glendale, CA** – Public Engagement
- **City of Milpitas, Citywide Traffic and Safety Study, Milpitas, CA** – Public Engagement
- **City of Placerville, LRSP, Placerville, CA** – Public Engagement
- **City of Santa Clara, Vision Zero Action Plan, Santa Clara, CA** – Public Engagement
- **City of San Jose, Diridon Intermodal Station, San Jose, CA** – Public Engagement
- **County of Monterey, Castroville Community Plan Update, Monterey, CA** – Public Engagement
- **County of San Mateo, Alpine Road Improvements Project, San Mateo, CA** – Public Engagement
- **San Mateo County Transportation Authority, US101/SR92 Interchange Project, San Mateo, CA** – Public Engagement
- **Santa Cruz METRO, Caltrans Intercity Transit Speed and Reliability Study, Santa Cruz, CA** – Public Engagement
- **Marin Transit, Fare Collection Study, Marin, CA** – Rider Engagement
- **Water Emergency Transportation Authority (WETA), Ferry Terminal Reconfiguration, Vallejo, CA** – Rider Engagement
- **Marin Clean Energy, Marin County, CA** – Special Event/Workshop Planning and Facilitation
- **Silicon Valley Clean Energy, San Jose, CA** – Special Event/Workshop Planning and Facilitation
- **VTA, BART Silicon Valley Extension (Phases I and II), Santa Clara County, CA** – Public Affairs (Strategy, Media, Engagement)*
- **VTA, Complete Streets Programs, Santa Clara County, CA** – Community Involvement and Stakeholder Engagement*

**Prior to joining Kimley-Horn*

Maya Bouchet, AICP

Community Outreach

Professional Credentials

- Bachelor of Science, Policy, Planning, and Development, University of Southern California
- American Institute of Certified Planners #34252

Maya is a transportation planner with experience in active transportation planning and design. Maya is experienced in conducting and writing feasibility studies for proposed transit and bicycle facilities, and often works on projects that are multi-jurisdictional, requiring stakeholder coordination and public engagement. She has completed projects with Los Angeles Metropolitan Transportation Authority (LA Metro), Los Angeles County (LA County), Caltrans, and municipalities across Los Angeles County. Maya has experience in conducting outreach for agency staff, elected officials, and community members. She combines her strong technical foundation with her planning background to deliver easy to understand concepts for stakeholder feedback. During the San Gabriel Valley Council of Governments (SGVCOG) Transit Feasibility Study, Maya participated in over 40 public agency briefings, four community workshops, and presented at city council meetings for project support. Several meetings involved Monterey Park City Staff, and she led a presentation for Monterey Park City Council to conclude Phase 2 of the Transit Feasibility Study.

Relevant Experience

- **City of Monterey Park, Garfield Avenue Curve Advisory Speed Study, Monterey Park, CA** – Project Planner
- **SGVCOG, San Gabriel Valley Transit Study, Irwindale, CA** – Deputy Project Manager
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Planner
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Project Planner
- **City of Glendale, La Crescenta Road Rehabilitation Study, Glendale, CA** – Project Planner
- **City of Glendale, Traffic Engineering On-Call, Glendale, CA** – Project Planner
- **City of Palm Springs, Racquet Club Road Reconfiguration Project, Palm Springs, CA** – Project Planner
- **City of Palm Springs, South Palm Canyon Road Reconfiguration Project, Palm Springs, CA** – Project Manager
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing Project, Thousand Oaks, CA** – Project Planner
- **City of Culver City, MOVE Culver 2023, Culver City, CA** – Project Planner
- **City of Culver City, Overland Avenue Bike Lane, Pedestrian, and HFST Improvement Project, Culver City, CA** – Project Planner
- **City of Calabasas, Lost Hills Road and Agoura Road Bike Lane Design, Calabasas, CA** – Project Manager
- **City of Palm Desert, El Paseo Decorative Crosswalks Planning and Design Project, Palm Desert, CA** – Project Planner
- **City of Thousand Oaks, Lawrence Drive/Teller Road Intersection Improvements Project, Thousand Oaks, CA** – Project Planner
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Manager
- **City of Santa Clarita, ITS Phase VII (Bicycle Detection System), Santa Clarita, CA** – Task Lead
- **City of Calabasas, Traffic Engineering On-Call Services, Calabasas, CA** – Project Manager
- **City of Inglewood, ITS Gap Closure Part I, Inglewood, CA** – Task Manager
- **City of Inglewood, ITS Gap Closure Part II, Inglewood, CA** – Task Manager
- **City of Inglewood, Design Guidelines and Standard Specifications, Inglewood, CA** – Project Manager
- **City of Westlake Village, ITS Master Plan, Westlake Village, CA** – Project Analyst
- **Caltrans District 7, Arroyo Seco Parkway Safety Improvement Project, Los Angeles, CA** – Project Analyst

Greg Kyle, AICP

Transit/Amenity Design

Professional Credentials

- Master of Science, Urban Planning, Florida State University
- Master of Business Administration, Florida Atlantic University
- Bachelor of Science, Political Science, Florida State University
- American Institute of Certified Planners #013000
- American Planning Association, Member
- Conference of Minority Transportation Officials
- Women's Transportation Seminar, Los Angeles Chapter

Greg has 30 years of multifaceted transportation and transit planning experience working on a broad range of mobility projects, from early planning phases through environmental approvals, preliminary design, and funding/grant applications and agreements. He has led the development of Bus Rail Transit (BRT), streetcar, and commuter rail projects nationally through alternatives analysis and National Environmental Policy Act (NEPA) documentation. Greg brings demonstrated experience integrating shared mobility and emerging technologies (e.g., flexible fleets, active transportation modes) into transit projects. He also has extensive experience serving in program management roles, guiding projects through grant applications and agreements, including overseeing the estimation of capital and operations and management costs. Greg also has in-depth experience in public outreach and interagency coordination, including explaining issues to non-technical audiences and presenting findings to decision-making boards of elected and appointed officials.

Relevant Experience

- **Los Angeles Metropolitan Transportation Authority (LA Metro), North Hollywood to Pasadena BRT, Los Angeles, CA** – Deputy Project Manager
- **LA Metro, Wilshire BRT Before and After Study, Los Angeles, CA** – Project Planner; Quality Control/Quality Assurance Manager
- **OCTA, Santa Ana Transit Cooperative Study, Santa Ana, CA** – Project Planner; Quality Control/Quaity Assurance Manager
- **Golden Gate Bridge, Highway and Transportation District, Advanced Planning, Environmental Approval, and Preliminary Engineering Services for the San Rafael Transit Center Relocation, San Rafael, CA** – Principal-in-Charge
- **Monterey-Salinas Transit, SURF! BRT Capital Investment Grant Support, Monterey, CA** – Principal-in-Charge, Capital Investment Grant Director
- **City and County of Honolulu, Kapolei Maintenance Facility & Transit Center Alternatives Analysis, Honolulu, HI** – Project Manager
- **City and County of Honolulu, Ala Moana Transit Plaza Alternatives Analysis, Honolulu, HI** – Project Manager
- **Regional Transportation Authority of Central Oklahoma, Alternatives Analysis Update in the Central Oklahoma Region, Oklahoma City, OK** – Alternatives Analysis Lead
- **Miami-Dade Transportation Planning Organization, SMART Plan Beach-Northeast Corridors Land Use Scenario and Visioning Planning, Miami-Dade County, FL** – Project Manager
- **City of Miami Beach, Miami Beach Light Rail Transit/Modern Streetcar Environmental Documentation and P3 Procurement Support, Miami Beach, FL** – Project Manager
- **Florida Department of Transportation, Wave Streetcar Project Management Consultant, Fort Lauderdale, FL** – Deputy Project Manager
- **Tri-Rail, Miami River-Miami Intermodal Center Double Track Capacity Improvement, Miami, FL** – Project Manager for NEPA Phase
- **Tri-Rail, Operations Center and Administrative Headquarters, Pompano Beach, FL** – Project Manager for Planning and Environmental Phases
- **South Florida Regional Transportation Authority, Golden Glades Multimodal Transportation Facility Operations and Maintenance Analysis Study, Miami, FL** – Project Manager
- **County of Miami-Dade, Shared Mobility Study, Miami-Dade County, FL** – Project Manager

Jessie Barkley

Environmental (CEQA/NEPA)

Jessie is an environmental planner with over 20 years of experience. She is a skilled California Environmental Quality Act (CEQA) and NEPA practitioner who has led and contributed to numerous project types, including infrastructure, mixed-use, entertainment, educational, medical, commercial, energy, and long-range community plans. Jessie's responsibilities include directing project teams; preparing and managing project work plans, scopes, schedules, and budgets; conducting senior-level review of draft work products; interfacing with clients, subconsultants, and agency staff; and marketing services among existing and prospective clients. Throughout her career, Jessie has supported a wide array of complex environmental documents (Program Environmental Impact Reports (EIRs), Project EIRs, EIR Addendums, Supplemental EIRs, Sustainable Communities Environmental Assessments (SCEAs), and Mitigated Negative Declaration (MND) for all project types including specific plans, general plans, area plans, and project level mixed-use and transit-oriented development.

Professional Credentials

- Master of Arts, Urban and Regional Planning, University of California, Irvine
- Post-Graduate Certificate, Marketing and Communications, University of California, Irvine
- Bachelor of Arts, Geography, University of British Columbia, Vancouver
- Urban Land Institute Program Committee, 2002
- AEP California Award Jury Member, 2017-2019
- American Planning Association (APA) California Conference Special Events Chair, 2015- 2016
- National APA Conference Special Events Chair, 2012

Relevant Experience

- **AC Martin, Rye Canyon EIR Addendum, Santa Clarita, CA** – Project Manager
- **Real Estate Development Associates, Ontario Ranch Business Park Specific Plan Amendment EIR, Ontario, CA** – Project Planner
- **City of Glendale, 1420 Valley View EIR, Glendale, CA** – Project Manager*
- **City of Long Beach, Cherry Avenue Final EIR, Long Beach, CA** – Project Planner
- **The KPC Group, KPC Coachella Specific Plan, Coachella, CA** – Project Planner
- **Bardas Investment Group, Las Palmas MND, Los Angeles, CA** – Assistant Project Manager
- **City of Los Angeles, On-Call for Environmental Services, Los Angeles, CA** – Project Manager*
- **City of South Gate, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **City of Simi Valley, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **University of California, Irvine, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **DJM, Bella Terra Commercial Center Mixed-Use Housing Project, Huntington Beach, CA** – Project Manager
- **Crown Group, 1111 South Hill Street Sustainable Community Environmental Assessment, Los Angeles, CA** – Project Manager*
- **550 Shatto Place Sustainable Community Environmental Assessment and Addendum, Los Angeles, CA** – Project Manager*
- **Los Angeles Bureau of Engineering, Environmental Reviews for Bridge Housing Homeless Services Projects, Los Angeles, CA** – Project Manager*
- **Essex Properties, Sunset Boulevard Project EIR, Los Angeles, CA** – Project Manager*
- **Olive View-UCLA Medical Center EIR, Los Angeles, CA** – Lead Planner*
- **University of Southern California, Figueroa Building Student Housing Addendum, Los Angeles, CA** – Project Manager
- **Huntington Memorial Hospital, Pasadena, CA** – Lead Planner*

**Prior to joining Kimley-Horn*

Michael Madsen, PLA, CLIA, ASLA

Landscape Design

Michael has over 20 years of experience in landscape architecture. His experience spans master planning, streetscapes, site and irrigation design, and more. With a vast background in coordinating multidisciplinary projects, he brings valuable insights in landscape architecture, urban planning, and transportation design. Michael's commitment to visually appealing environments using native plants and water efficiency adds great value. His impressive portfolio includes public parks, streetscapes, and transportation corridors, and this experience has led to his ability to establish a strong aesthetic and sense of place for client. He is skilled in AutoCAD, LandFX, Adobe Photoshop, InDesign, and MicroStation.

Professional Credentials

- Master of Landscape Architecture, University of Florida
- Bachelor of Science, Business Administration, Florida State University
- Professional Landscape Architect in California #5798
- Certified Landscape Irrigation Auditor #92638
- Council of Landscape Architectural Registration Boards #21623

Relevant Experience

- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Landscape Architect
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Landscape Architect
- **LA Metro, Beautification Guidelines, Los Angeles, CA** – Landscape Architect
- **LA Metro, Strategic Plan Development for Freeway Beautification Program, Los Angeles, CA** – Deputy Project Manager
- **City of Thousand Oaks, Rancho Road Sidewalks and Bike Lanes, Thousand Oaks, CA** – Landscape Architect
- **City of Lancaster, SR 138 Design Guidelines and Corridor Aesthetics, Lancaster, CA** – Landscape Architect
- **City of Santa Ana, Santa Ana Boulevard and 5th Street Protected Bike Lane PS&E, Santa Ana, CA** – Landscape Architect
- **City of Desert Hot Springs, Hacienda Avenue Improvement Project, Desert Hot Spring, CA** – Landscape Architect
- **Meridian Development, Millenia Park, Chula Vista, CA** – Landscape Architect
- **City of National City, A Avenue Green Street, National City, CA** – Landscape Architect
- **Riverside County Transportation Department, I-10/Sunset Avenue Interchange Railroad Grade Separation PS&E, Banning, CA** – Landscape Architect
- **Indian Wells Golf Resort, Parking Renovations, Indian Wells, CA** – Landscape Architect
- **City of Palm Springs, Demuth Park Pickleball Expansion, Palm Springs, CA** – Landscape Architect
- **City of Palm Springs, Demuth Park Dog Park Renovations, Palm Springs, CA** – Landscape Architect
- **City of San Diego, I-5/Genesee Avenue Interchange PA&ED, PS&E and Construction Phase Services (CPS), San Diego, CA** – Quality Control, Landscape Architect
- **City of San Diego, Voigt Drive/I-5 North Coast Corridor (NCC) Improvements (PS&E), San Diego, CA** – Landscape Architect
- **San Diego Association of Governments (SANDAG), 11th Avenue Improvements, San Diego, CA** – Landscape Architect
- **SANDAG, South Bay Bus Rapid Transit (BRT) Otay Mesa Intermodal Transit Center (ITC) Final Design, San Diego, CA** – Landscape Architect
- **University of San Diego, Pedestrian Bridge, San Diego, CA** – Landscape Architect
- **City of La Jolla, Voigt Drive and University of California San Diego, La Jolla, CA** – Landscape Architect
- **City of National City, Paradise Creek Educational Park, National City, CA** – Landscape Architect
- **City of National City, A Avenue Green Street, National City, CA** – Landscape Architect
- **City of National City, El Toyon Park Master Plan, National City, CA** – Landscape Architect
- **City of National City, Kimball Park Master Plan Improvements, National City, CA** – Landscape Architect

Jenna McDavid

EV Charging

Professional Credentials

- Master of Arts, Environmental Science and Policy, Clark University
- Bachelor of Arts, Environmental Science and Policy, Clark University

Jenna has nearly 25 years of experience in clean energy and clean transportation. She specializes in delivering data-driven insights to support strategic decision making. Her current and recent engagements focus on strategies to support deployment of light-, medium-, and heavy-duty Electric Vehicles (EVs) and charging infrastructure as well as developing plans to reduce greenhouse gas emissions associated with transportation. A recognized industry leader, Jenna serves as President of the Board of Directors for the Association of Women in Water, Energy, and Environment; Co-Chair of the San Francisco By Area Chapter of Women of Electric Vehicles; and Director on the Board of Directors for the International Energy Program Evaluation Conference. At recent industry events, she has moderated EV sessions and presented research on program optimization and grid-enabling technologies to support EVs. Additionally, Jenna served two consecutive terms as Commissioner on Energy Use and Climate Change for the City of Somerville, Massachusetts, and as Expert Advisor to the California Public Utilities Commission in support of their Long-Term Energy Efficiency Strategic Plan.

Relevant Experience

- **Arlington County, Carbon Neutral Transportation Master Plan and Five-Year Action Plan, Arlington County, VA** – Project Manager
- **Capital SouthEast Connector Expressway Joint Powers Authority, Medium and Heavy-Duty EV Charging Hub Strategy, Sacramento Region, CA** – Project Manager
- **City of Laguna Niguel, EV Charging Station Policy and Program Study, Laguna Niguel, CA** – Technical Advisor
- **City of Mesa, EV Charging Infrastructure Master Plan, Mesa, AZ** – Technical Advisor
- **City of Phoenix, Public EV Charging Support Services (Electrical Infrastructure Assessment, EV Sales Registration Data Analysis, and GIS Mapping Support), Phoenix, AZ** – Project Manager
- **City of Salt Lake, Fleet Electrification Plan, Salt Lake City, UT** – Technical Advisor
- **Confidential Client, DC Fast Charging Hub Deployment Support for Medium and Heavy-Duty Vehicle Charging, Nationwide US** – Technical Advisor
- **Confidential National Private Client, California Electric Vehicle Infrastructure Project (CALeVIP) Grant Application Support and Post-Award Grant Management Support, CA** – Project Manager
- **Confidential National Private Client, Charge Ahead Colorado EV Charger Grant Application and Post-Award Grant Management Support, OR** – Project Manager
- **Confidential National Private Client, Federal Aviation Administration Fueling Aviation's Sustainable Transition via Sustainable Aviation Fuels Grant Application and Post-Award Grant Management Support, CA and OR** – Project Manager
- **Confidential National Private Client, US Department of Agriculture Higher Blends Infrastructure Incentive Program Clean Fuels Grant Application and Post-Award Grant Management Support, CA** – Project Manager
- **Confidential Private Client, EV Charging Infrastructure Deployment Strategy and Site Design, Nationwide, US** – Project Manager
- **Davidson College, EV Charging Infrastructure Deployment Strategy, Davidson, NC** – Technical Advisor
- **Gables Residential Development, EV Charging Infrastructure Deployment Strategy, Nationwide, US** – Technical Advisor
- **Metropolitan Transportation Commission, Zero-Emission Transit Plan, Bay Area, CA** – Technical Advisor
- **North Carolina Department of Transportation (NCDOT), National Electric Vehicle Infrastructure (NEVI) Deployment Plan, North Carolina, US** – Technical Advisor
- **Northwest Native Chamber, Center for Tribal Nations Clean Mobility Hub Concept, Portland, OR** – Technical Advisor
- **Prologis Mobility, Support for Medium- and Heavy-Duty EV Charging Hub Projects, Multiple Sites, CA** – Project Manager
- **SANDAG, Regional EV Charger Management Strategy, San Diego Region, CA** – Technical Advisor

Sherry Ranta, PE, ENV SP

Civil Improvements; Bid/Construction Support

Sherry has over 20 years of experience working on a variety of roadway projects throughout Southern California including roadway widening, street vacations, overhead utility undergrounding, and the design of public utility infrastructure. She effectively interfaces with clients, supervises, and coordinates work with other engineers and drafters. She is responsible for project design and production, overall project coordination, and construction administration. Her extensive background in construction management gives her a comprehensive understanding of design and construction. This in-depth knowledge provides invaluable insight to engineering services, ultimately enhancing the project's overall design and positively affecting the budget and schedule.

Professional Credentials

- Master of Science, Civil and Environmental Engineering, University of California, Los Angeles
- Bachelor of Science, Architecture, Azad University of Art and Architecture, Tehran, Iran
- Professional Engineer in California #C77729
- Envision Sustainability Professional (ENV SP)

Relevant Experience

- **City of Monterey Park, Potrero Grande Intersection Improvements, Monterey Park, CA** – Project Manager
- **City of Los Angeles, MyFigueroa, Downtown Los Angeles, CA** – Project Manager*
- **City of Santa Clarita, Santa Clarita Sports Complex Buildout-Design, Santa Clarita, CA** – QC/QA Manager
- **University of California, Los Angeles, Olive View Medical Center Master Plan, Sylmar, CA** – Project Manager
- **Legends, Midway Rising Sports Arena, San Diego, CA** – Project Manager
- **Cedars Sinai, Lincoln Boulevard Roadway Widening, Marina Del Rey, CA** – Project Manager
- **Cedars Sinai, Southern California Edison Overhead Transmission and Distribution Lines Undergrounding, Marina Del Rey, CA** – Project Manager
- **Cedars Sinai, Mindanao Way Roadway Widening and Right-Turn Pocket Design, Marina Del Tey, CA** – Project Manager
- **Santa Monica Boulevard Roadway Widening, Hollywood, CA** – Project Manager
- **Los Angeles County Museum of Art, Wilshire Boulevard Widening, Los Angeles, CA** – Project Manager
- **Los Angeles County Museum of Art, LA County, Storm Drain and Sanitary Sewer Lines Relocation, Los Angeles, CA** – Project Manager
- **GGP, Brand Boulevard Valet Dropoff at Glendale Galeria, Glendale, CA** – Project Manager
- **Los Angeles County Museum of Art, Ogden Street Vacation, Los Angeles, CA** – Project Manager
- **The McGregor Company, Santa Fe Avenue Street Vacation between 1st Street and 4th Street, Los Angeles, CA** – Project Manager
- **Fifield Partners, Figueroa Street Widening Between Venice Boulevard and Pico Boulevard, Downtown Los Angeles, CA** – Project Manager

**Prior to joining Kimley-Horn*

Jason Melchor, PE

Traffic Engineering/ITS – Traffic Signal Modification; Bid/Construction Support

Professional Credentials

- Bachelor of Science, Civil Engineering, University of California, Irvine
- Professional Engineer in California #65218

Jason has over 20 years of experience in the management, design, and review of traffic engineering projects and has worked with clients in Los Angeles, Orange, Riverside, San Diego, and Santa Barbara counties on a multitude of traffic engineering projects. He has served as project manager on several similar on-call contracts, including leading projects for the Cities of Industry, Anaheim, Santa Ana, and Newport Beach. His traffic engineering experience includes traffic signal design, signing and striping, traffic control, street lighting, and signal interconnect and Intelligent Transportation System (ITS) design plans, and he has served as a key staff member on many transportation studies, traffic and civil engineering design and active transportation projects. He has also acted as in-house staff for the Cities of Irvine and Huntington Beach to review development studies and design plans. In that role, he worked directly with developers and City staff to provide comments on plan and document submittals.

Relevant Experience

- **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, Monterey Park, CA** – Project Engineer
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Engineer
- **City of Glendale, Glenoaks Boulevard Traffic Signal Modification, Glendale, CA** – Project Engineer
- **City of Burbank, PS&E for San Fernando Class I Bikeway, Burbank, CA** – Project Engineer
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossings, Thousand Oaks, CA** – Project Engineer
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Engineer
- **City of Santa Clarita, ITS Phase III and Signal Coordination Timing, Santa Clarita, CA** – Project Engineer
- **City of Santa Clarita, ITS Phase V (Adaptive Traffic Signal System), Santa Clarita, CA** – Project Engineer
- **City of Santa Clarita, Wiley Canyon Road at Orchard Village Road and Newhall Avenue at Railroad Avenue Intersection Improvement (HSIP Project), Santa Clarita, CA** – Project Engineer
- **City of Santa Monica, Ocean Park Boulevard Complete Green Street Project, Santa Monica, CA** – Project Engineer
- **City of Santa Monica, Transit Priority System Phase 2/ATMS Phase 3, Santa Monica, CA** – Project Engineer
- **City of Inglewood, Stadium ITS Improvements, Inglewood, CA** – Project Engineer
- **City of Goleta, Design and Preparation of Plans, Specifications, Estimates, Right-of-Way and Environmental Professional Services for the Citywide Traffic Signal Upgrade Project, Goleta, CA** – Project Manager
- **City of Downey, Imperial Highway Traffic Signal Fiber-Optic Communication System and Upgrades Project, Downey, CA** – Project Engineer
- **City of El Monte, Ramona Boulevard Resurfacing, El Monte, CA** – Project Engineer
- **City of Irvine, Barranca Parkway Regional Traffic Signal Synchronization Program, Irvine, CA** – Project Engineer
- **City of Buena Park, Auto Center Drive Traffic Signal and Median Design, Buena Park, CA** – Project Manager
- **City of Anaheim, Local Roadway Safety Plan, Anaheim, CA** – Project Manager
- **City of Anaheim, Anaheim Boulevard and Santa Ana Street Traffic Signal Modification, Anaheim, CA** – Project Manager
- **City of Santa Ana, Warner Avenue Street Phase 2, Santa Ana, CA** – Project Engineer

Alyssa Phaneuf, PE

Traffic Engineering/ITS – Traffic Signal Modification

Professional Credentials

- Master of Science, Civil Engineering, Georgia Institute of Technology
- Master of Science, City and Regional Planning, Georgia Institute of Technology
- Bachelor of Science, Civil and Environmental Engineering, University of California, Berkeley
- Professional Engineer in California #63123

Alyssa has more than 20 years of experience in various engineering and transportation planning projects, including regional ITS planning, ITS master plans, and systems engineering. She has experience on a wide variety of projects including regional ITS planning and the implementation of advanced traffic signal systems, transit signal priority, and communication master plans. She is both a planner and an engineer and approaches the planning process with a lens of implementation. She has also assisted in the procurement of a variety of traffic signal control systems and technology projects for LA Metro and Caltrans. She has further developed and taught a training course for Systems Engineering for ITS projects sponsored by Caltrans and FHWA.

Relevant Experience

- **City of Santa Clarita, Sierra Highway Traffic Signal Interconnect and Adaptive System, Santa Clarita, CA** – Project Engineer
- **County of Los Angeles, KITS, Los Angeles County, CA** – Project Engineer
- **City of Inglewood, ITS Gap Closure Part I and 2, Inglewood, CA** – Project Engineer
- **City of Westlake Village, ITS Master Plan, Westlake Village, CA** – Project Manager
- **City of Santa Clarita, ITS Phase II, III, IV, V, VII and VI, Santa Clarita, CA** – Project Engineer
- **LA Metro, Los Angeles County Regional ITS Architecture Update, Los Angeles, CA** – Project Engineer
- **LA Metro, Arterial ITS Inventory Tool Expansion (ITS First), Los Angeles County, CA** – Project Manager
- **LA Metro, Highway Programs ITS On-Call Services (2013-2016), Los Angeles County, CA** – Project Engineer
- **LA Metro, RIITS Strategic Plan, Los Angeles County, CA** – Project Engineer
- **Caltrans, California ITS Architecture and System Plan, Statewide, CA** – Project Engineer
- **Caltrans District 7, Historic Arroyo Seco Parkway Strategic Program (CMAS), Los Angeles, CA** – Project Engineer
- **Caltrans, Statewide Connected and Automated Vehicle Implementation Plan, Los Angeles, CA** – Project Engineer
- **Caltrans, Connected Corridors Program and Corridor System Management/Operations Pilot Project, Statewide, CA** – Project Manager
- **Southern California Association of Governments (SCAG), Regional ITS Architecture Update, Los Angeles, CA** – Project Manager
- **City of Santa Monica, Transit Priority System Phase 2/ATMS Phase 3, Santa Monica, CA** – Project Engineer
- **City of Malibu, Pacific Coast Highway Signal System Improvements Project, Malibu, CA** – Project Engineer
- **City of Anaheim, Traffic Management Center, Anaheim, CA** – Project Engineer
- **City of Downey, Downey Traffic Management Center Assessment, Downey, CA** – Project Engineer
- **Caltrans District 12, North Orange County Triangle ICM TSMO Plan, District 12, CA** – Project Engineer
- **City of Rancho Mirage, Citywide Traffic Signal Equipment and Infrastructure Assessment Study, Rancho Mirage, CA** – Project Engineer
- **OCTA, Brookhurst Street TLSP, Orange County, CA** – Project Engineer

Naomi Germain, PE, TE

Traffic Engineering/ITS – Signing and Striping; Bid/Construction Support

Professional Credentials

- Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Professional Engineer in California #87935
- Professional Traffic Engineer in California #3056

Naomi is a civil engineer who is passionate about connecting communities through active transportation design and has more than 10 years of experience in municipal, roadway, and highway practices. She has successfully led a range of projects including planning and final design of trails, bikeways, complete streets, roundabouts, and parks. Naomi is well-versed in bikeway alignment selection studies, traffic analysis, CEQA and NEPA support, cost estimating, public workshops, horizontal and vertical design, accessible grading, signage and striping plans, and collaborating with clients, community members, and local agencies to develop innovative solutions that effectively address challenges. Naomi's versatility in planning and final design allows her to identify project enhancements and work with agencies in early design phases to incorporate project features that improve mobility, support environmental clearance, or better position projects for future grant opportunities.

Relevant Experience

- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – QC/QA Manager
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – QC/QA Manager
- **City of National City, Euclid Avenue Protected Bikeway, National City, CA** – Project Engineer
- **City of National City, 8th and Roosevelt Active Transportation Corridor Project and At-Grade Railroad Crossing, San Diego, CA** – Project Engineer
- **City of Palm Desert, CV Link Enhancements, Palm Desert, CA** – Project Manager
- **San Diego Association of Governments (SANDAG), SR 94 Multi-use Pathway Feasibility Study, San Diego, CA** – Deputy Project Manager
- **SANDAG, Orange Bikeway, San Diego, CA** – Project Manager
- **SANDAG, Central Avenue Bikeway, San Diego, CA** – Project Manager
- **SANDAG, Imperial Bikeway Environmental Phase, San Diego, CA** – Project Engineer
- **SANDAG, Uptown Bikeway: 4th and 5th Avenues, San Diego, CA** – Project Engineer
- **SANDAG, North Park Mid-City Bikeways, San Diego, CA** – Project Engineer
- **Caltrain, Corridor Crossings Strategy, Bay Area, CA** – Circulation and Mobility Element Lead
- **San Diego Metropolitan Transit System, Iris Rapid Planning Study, Imperial Beach, CA** – Project Manager
- **BNSF, Traffic Impact Analysis, CA** – Project Engineer
- **Caltrans District 11, SR 78 Comprehensive Multimodal Corridor Plan, San Diego, CA** – Project Engineer
- **Caltrans District 11, SR 67 PA&ED, San Diego, CA** – Project Engineer
- **Caltrans District 11, North Coast Corridor Highway Expansion Project, Solana Beach, CA** – Project Engineer
- **San Diego County Regional Airport Authority, Off-Airport EIR Mitigation Project Definition Package, San Diego, CA** – Project Engineer
- **City of Carlsbad, Carlsbad Trails Roadway Crossings, Carlsbad, CA** – Project Manager
- **City of Escondido, Grand Avenue Visions Corridor Improvements, Escondido, CA** – Project Engineer
- **City of Escondido, Escondido North County Transit District Transit Center Active Transportation Connections, Escondido, CA** – Project Engineer
- **City of Menifee, Evans Park and Lyle Marsh Park Improvements, Menifee, CA** – Project Manager
- **City of San Diego, Market and Euclid Complete Streets, San Diego, CA** – Project Engineer

Tim Chan, PE

Traffic Engineering/ITS – Street Lighting

Professional Credentials

- Bachelor of Science, Civil Engineering, California State Polytechnic University, Pomona
- Professional Engineer in California #85687

Tim has 11 years of experience in traffic engineering design and transportation planning. His engineering experience includes preparing traffic signal design, signing and striping, streetlight, traffic control, and interconnect plans. Tim has conducted and managed the field investigation and design tasks on numerous projects. His attention to detail and knowledge of field conditions has translated into successful designs and constructible plans. Additionally, he has worked with public and private sector clients on a variety of traffic impact studies, transportation analyses, and parking evaluations throughoutSouthern California. Tim is experienced in a wide range of transportation-related software packages, including Synchro, SimTraffic, Traffix, and Vistro, and is knowledgeable of planning and design standards for local and state agencies.

Relevant Experience

- **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, Monterey Park, CA** – Project Engineer
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Engineer
- **City of Culver City, MOVE Culver City 2023, Culver City, CA** – Project Engineer
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossings, Thousand Oaks, CA** – Project Engineer
- **City of Burbank, Midtown Commercial Corridor Signal Improvements (28 intersections), Burbank, CA** – Project Engineer
- **County of Los Angeles, Woodruff Avenue Traffic Signal Synchronization Program (TSSP), Los Angeles County, CA** – Project Engineer
- **City of Santa Monica, Lincoln Neighborhood Corridor Streetscape Project, Santa Monica, CA** – Project Engineer
- **City of Inglewood, Stadium ITS Improvements, Inglewood, CA** – Project Engineer
- **City of Eastvale, Traffic Signal Dilemma Zone Detection and Mitigation, Eastvale, CA** – Project Manager
- **City of El Monte, Ramona Boulevard Street Resurfacing, El Monte, CA** – Project Engineer
- **City of Santa Clarita, ITS Phase VII, Santa Clarita, CA** – Project Engineer
- **City of Santa Clarita, Plum Canyon Road Fiber-Optic Installation Design, Santa Clarita, CA** – Design Engineer
- **City of Industry, On-Call Traffic and Civil Engineering Services, Industry, CA** – Design Engineer
- **City of Buena Park, Auto Center Drive Traffic Signal and Median Design, Buena Park, CA** – Project Engineer
- **City of Anaheim, Traffic Signal Designs for Gene Autry Way Improvements, Anaheim, CA** – Project Engineer
- **City of Anaheim, Euclid Avenue Public Works Improvements, Anaheim, CA** – Project Engineer
- **City of Anaheim, Protected Left-Turn Traffic Signal Improvements, Anaheim, CA** – Project Engineer
- **City of Orange, Glassell Avenue Left Turn Lanes at Meats and Collins Avenue, Orange, CA** – Design Engineer
- **City of Santa Ana, South Main Street Corridor Improvements, Santa Ana, CA** – Project Engineer
- **City of Santa Ana, Warner Avenue Street Improvements (Oak Street to Wright Street), Santa Ana, CA** – Project Engineer
- **City of Newport Beach, East Coast Highway Signal Rehabilitation Design (nine intersections), Newport Beach, CA** – Project Engineer
- **City of Newport Beach, Newport Beach Streetlight Improvements, Newport Beach, CA** – Project Engineer

SECTION 4 – COMPANY QUALIFICATIONS

Firm Qualifications

KIMLEY-HORN BY THE NUMBERS

57
NUMBER OF YEARS IN BUSINESS

134
OFFICES ACROSS THE US

90+
STAFF IN DOWNTOWN LA OFFICE

30+
YEARS SERVING LOS ANGELES COUNTY AGENCIES

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing services to public- and private-sector clients nationwide. Established in 1967, Kimley-Horn has grown from a small group of traffic engineers and transportation planners to a firm of more than 8,200 employees in 134 offices nationwide, including our seven Southern California offices in Los Angeles, Santa Clarita, Long Beach, Orange, Riverside, Coachella Valley, and San Diego. In fact, our local downtown Los Angeles office features top-tier traffic and civil engineering professionals who have delivered similar projects for numerous municipal agencies, including the City. Our team's experience with the City, our knowledge of similar services, and our locality will enable us to "hit the ground running" and conduct the necessary steps to effectively complete this project successfully.

Our team is comprised of highly qualified professionals who have a broad experience in the disciplines relevant to the specific needs of the City's project. Some of these services and disciplines include, but are not limited to the following services listed below and on the following pages.

Complete Streets

Kimley-Horn is a leader and proponent of complete streets planning and policies for communities of all sizes, working alongside numerous state Departments of Transportation (DOTs) to evolve their statewide complete streets policies. We have contributed to the movement through research and the establishment of best practices as a member of the Complete Streets Coalition and one of the primary authors of Institute of Transportation Engineers' recommended practices Designing Walkable Urban Thoroughfares. **Our team of planners and engineers continuously work in tandem to develop complete streets plans and designs that apply best practices, such as the NACTO Urban Streets Design Guidelines and Federal Complete Streets Act.** Kimley-Horn's multidisciplinary approach goes beyond simply providing PS&E; it includes an appreciation for how the project fits within the functionality of the mobility network. It is this unique understanding that allows us to provide our clients with both reasonable and practical design solutions that do not detract from the functionality of the roadway network.

Civil Engineering

Kimley-Horn's civil engineers have experience in roadway, site development, utility engineering, traffic engineering, electrical engineering, stormwater management, site/retaining walls, and hydraulic/ hydrologic modeling, among others. We have the in-house capabilities to provide the City with any civil engineering needs that may arise. Our depth of resources means the City will benefit from experienced professionals who work together and practice civil engineering for public sector clients every day. Our team is also well-versed with A Policy on Geometric Design of Highway and Streets (AASHTO) Green Book and the Caltrans Highway Design Manual.

Traffic Engineering

Kimley-Horn was built around providing traffic engineering and design services. **Our in-house teams offer complete traffic engineering services and have completed thousands of traffic engineering and operations projects for local and nationwide clients, ranging from major area-wide signal systems involving hundreds of intersections to single intersection safety audits, designs, and analyses.** Traffic operations, traffic safety, and levels of service are key components in evaluating roadway networks and identifying areas for improvement, as well as those warranting further study. We utilize the latest analytical tools including the Highway Capacity Manual, Synchro, SimTraffic, CORSIM©, and VISSIM, to perform technical operations analyses. We have found these tools to be useful for public involvement and achieving consensus. In addition, our staff has the ability can translate these analyses into easy- to-understand language for public officials as well as stakeholders.

Traffic Signal Design

Over the past five decades, we have developed signal systems for thousands of signalized intersections for state DOTs and municipalities nationwide. Our systems are based on open architecture concepts, and each one is designed to meet the singular needs of each client. In addition to comprehensive master planning for traffic signalization, our engineers have designed numerous plans to standardize traffic control systems and provided comprehensive systems communications. Advanced traffic management projects include citywide signal system designs, transportation control centers, electronic toll facilities and revenue control systems, as well as innovative transit and public transportation systems. Each of our systems is designed not only to address current needs, but also to accommodate future growth and advances in technology. Kimley-Horn has participated in an extensive number of signal system projects throughout the nation. Members of our staff have also assisted several clients during the selection and the administration of various procurement methods, including design-build. We have been responsible for virtually every aspect of a traffic system, including PS&E packages, conceptual designs, operational feasibility, communication architecture, system design, software development, and deployment and implementation plans.

Signing and Striping Design

Our traffic engineers have developed and produced thousands of signing and striping plans across California. We strive to develop striping plans that work within the context of the existing roadway and help drivers safely navigate to their destinations. **Our team understands and are extremely familiar with documents that assist with the preparation of striping plans, including the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Federal Highway Administration and NACTO guidelines for pedestrian and bicycle devices.**

Street Lighting

Kimley-Horn has performed street lighting analysis and design using the Federal Roadway Lighting Handbook standards to address street lighting and parking/area lighting across the country. Kimley-Horn staff are thoroughly experienced with incorporating the requirements, such as the current National Electric Code, that govern the installation of electrical conduit into our designs. Our engineers bring a local understanding of the coordination with local utilities and power services. Key services provided by our engineers include roadway lighting and design outdoor lighting applications, and lighting protection design. Appropriate lighting—both aesthetically and functionally—can help provide clarity of directional cues for cars, bicyclists, and pedestrians.

Traffic Safety

Kimley-Horn provides comprehensive traffic safety services including local road safety plans (LRSPs), systemic safety evaluations, road safety audits, safe routes to school, project and grant development, vision zero strategies, and other focused studies to help reduce traffic injuries and fatalities in California. Additionally, Kimley-Horn is the lead consultant for Caltrans' Strategic Highway Safety Plan and is helping to direct statewide safety improvement priorities as indicated in the Highway Safety Improvement Program and other funding initiatives. **Our team has more registered Road Safety Professionals than any other firm in the country.**

Kimley-Horn takes a proactive approach to safety analysis. We use historical collision data to identify roadway characteristics and driver behaviors that are associated with injury and fatal crashes in a given city, county, or region. We then develop customized countermeasure toolboxes to address those specific characteristics to aid in widespread funding and implementation. Our safety team works closely with traffic operations, roadway design, and mobility planning teams to facilitate that safety improvements are combined with efforts to improve the transportation system for all users. Our team has completed safety plans for dozens of agencies in California and is working on many more.

Data Collection

Our team members are skilled at using manual and advanced technology to collect traffic data. Based on the need, our team can capture field data with basic methods, or through the use of portable Global Positioning System (GPS) devices that allow digital photo linking capabilities and direct importation into GIS mapping and software such as ESRI ArcGIS. We take care to obtain accurate data because it is the basis for a traffic study. Often, some data (such as accident reports or recent traffic counts) can be obtained from existing sources. However, if new data is needed, our team understands the criteria for data collection, documentation, and compilation.

Hydrology/Hydraulics

Kimley-Horn staff includes stormwater (hydraulics/hydrology/floodplain modeling) engineers, watershed planners and modelers, water quality scientists, GIS technicians, and stream and wetland design specialists. Over the years, this team of specialists have and continue to compile extensive and up-to-date documentation to comply with the various hydrology/water quality regulations. These regulations range from, but are not limited to, Storm Water Pollution Prevention Plans (SWPPP), Water Quality Technical Reports (WQTR), Water Pollution Control Plans (WPCP), Water Quality Management Plans (WQMP), and Hydromodification Reports/Plans.

Our staff are thoroughly familiar with integrating hydraulic design considerations into an overarching project. Kimley-Horn has performed assignments ranging from fundamental highway drainage designs to the more complex permitting of projects through the National Pollutant Discharge Elimination System (NPDES) regulations. Our staff has also performed scour studies, detailed flood studies (LOMRs/CLOMRs), complex 2D riverine models, and provided BMP alternatives for stormwater treatment. Our drainage engineering services include the design of culverts, channels, storm drain infrastructure, detention basins, water quality basins, bridges, and pump stations. Our California drainage team has been called on by numerous local public agencies and private developers to assist with planning, analysis, and design of small to large-scale drainage infrastructure. In addition to localized stormwater treatment design, we can also assist with stormwater treatment design, assessment of available options, and implementation of proven strategies.

Community Outreach

Our team is sensitive to the pivotal role of meaningful public engagement and outreach programs that enable area residents to communicate and assist with the realization of their collective priorities. Public engagement determines the overall design program, funding strategies, and implementation priorities. Our experience providing a broad range of services helps create a successful implementation of your goals while addressing the specific challenges that each project entails. Kimley-Horn is known for developing innovative approaches to projects that involve meaningful and productive public engagement. We understand that a project's success, as gauged by the residents, is often rooted in the perception of the thoughtfulness of the formal public outreach activities. Accordingly, we have developed effective methods of bringing the community into the process. We have dedicated in-house professional graphic designers with decades of experience who are experts in both print and website design. Their knowledge includes developing materials for public involvement and educational workshops, and creating the highest quality graphics, enhanced renderings and site plans, presentations, brochures, newsletters, interactive websites, stakeholder meetings, press releases, educational seminars, PowerPoint presentations, and reports.

Transit

Kimley-Horn's transit planners are assisting counties, cities, and transit agencies of all sizes in optimizing and enhancing their transit services and planning for future generations. Through short-range transit plans, corridor studies, fleet management plans, major capital investments, system optimization, and facility planning, we have assisted our clients in optimizing operations and cost-effectively aligning supply with demand while increasing the transportation choices of residents. Kimley-Horn employs a number of transit operations specialists who have been responsible for overseeing transit system deployments at several agencies around California. We understand that traditional fixed transit systems aren't always the best answer and have been assisting our clients in navigating emerging technology-based solutions such as microtransit and transportation network companies. These emerging solutions can achieve efficiencies; however, they aren't appropriate for every situation. Kimley-Horn can assist you in identifying the right service to meet the needs of your constituents.

Environmental

Kimley-Horn has been preparing CEQA and NEPA documents for various project types across California for over 20 years. Not only do our environmental professionals have years of experience developing CEQA and NEPA documents for public works projects, but they also receive regular training on changes in CEQA and NEPA and applicable case law affecting the interpretation of current statutes. As leaders in the environmental field, our staff offer an extensive range of services associated with environmental compliance and documentation.

Landscape Architecture

From the revitalization of community parks to the design and implementation of downtown streetscapes, we have successfully planned and implemented scores of landscape architecture projects. Kimley-Horn has a well-earned reputation for combining creative ideas, technical excellence, and client collaboration, resulting in dynamic projects that blend into their environments and become a part of the area they inhabit. Our landscape architects have a diverse range of experience from corridor plans and downtown streetscape programs to parks and recreation planning. As metropolitan urban areas continue to grow, urban design, streetscape design, and landscape architecture have become integral components of roadway and transportation system designs and infrastructure improvements in general. Revitalizing commercial districts, controlling traffic flows, and providing recreational areas and pedestrian and bicycle facilities in increasingly congested areas are some of the solutions designed by our landscape architects and planners. Our full-service consulting includes feasibility studies, master planning, design, permitting, public participation and consensus building, and construction administration.

Electric Vehicle Charging

As the number of electric vehicles (EVs) grows, the advantage of installing charging stations increases. Kimley-Horn can incorporate EV charging stations into retail, office, industrial, residential, and educational projects. By adding the appropriate number of stations up front and the infrastructure for future stations, clients can offset retrofit costs in the future while saving initial costs.

Kimley-Horn has designed dozen of EV stations across the country and is writing the EV station standards for the International Parking Institute, making us extensively familiar with California Green Code requirements. We evaluate each site and project to identify where, how many and what type of stations should be installed.

Bid/Construction Support

Kimley-Horn routinely serves clients during construction phases of their project, providing bidding and construction support services to help so that projects are successful from beginning to end.
We can assist in preparing and distributing bid documents for the City, review contractor bids, and prepare bid tabulation and contractor recommendations. Although our aim is to prepare a plan set that can stand by itself, we will respond to contractor requests for information and clarification in a timely manner. Our years of experience with construction contract administration has made our designs more cost-effective and practical and gives us a unique ability to problem-solve in the field during construction.

Subconsultant Qualifications

	Subconsultant Team	Project Role
✓	Calvada Surveying, Inc.	Surveying
✓	Group Delta Consultants, Inc.	Geotechnical Engineering
✓	Hamilton Biological Consulting, Inc.	Biological Consulting
✓	Counts Unlimited, Inc.	Traffic Counts

✓ = Partner on previous pursuits

CALVADA SURVEYING, INC.

Calvada Surveying, Inc. is a Disabled Veteran and Minority Disadvantaged-Owned land surveying firm offering professional surveying services across various industries. They pride themselves on delivering superb customer service, advanced technology, and consistent professionalism. The firm's experienced team includes licensed surveyors, field personnel, and support staff, all committed to maintaining the highest standards of quality and expertise. They are well-versed in California's land surveying needs, and their integration of Civil 3D technology and ability to mobilize field personnel swiftly has enabled them to meet tight deadlines so that projects stay on schedule and within budget.

Group Delta Consultants, Inc. has more than 36 years of experience and has five offices across southern California located in Irvine, Anaheim, Torrance, Ontario, and San Diego, as well as accredited laboratories in Anaheim and San Diego. The firm currently employs a staff of approximately 100 including environmental, geotechnical, and materials testing/inspection professionals. Group Delta Consultants, Inc. offers a broad range of services that include geotechnical feasibility studies, geotechnical field investigations, pavement evaluations and design, grading, slopes, hydrogeology, water infiltration, foundation design, environmental engineering and analysis, construction monitoring and materials testing, ground improvement and design, slope stability investigation and analyses, preparation of plans and specifications, instrumentation, seismic studies, and earthquake engineering.

Hamilton Biological Consulting, Inc. specializes in the practical application of environmental policies and regulations to land management and land use decisions in Southern California. For more than 30 years, they have operated as part of an informal network of environmental specialists that can provide a wide range of services related to the application of local, state, and federal land use policies and regulations. President and owner, Robert Hamilton, has amassed extensive experience in the preparation and critical review of CEQA documents, from negative declarations to complex supplemental and recirculated EIRs.

Counts Unlimited, Inc. was founded in 1990 and was established to provide accurate and comprehensive traffic data collection services at a reasonable cost to the transportation engineering community throughout California. They take great pride in providing accurate data, and through their 33 years of experience, they have been able to refine our data collection methodologies. Counts Unlimited, Inc. has extensive experience in conducting traffic studies throughout the Southern California area.

They specialize in traffic data collection including:

- Turning Movement Counts
- Average Daily Traffic Counts
- Classification Counts
- Speed Counts
- Radar Speed Surveys
- Parking Lot Surveys
- Signal Warrants
- GPS Travel Time Surveys
- Vehicle Occupancy Counts
- Origin/Destination Surveys
- Pedestrian Surveys
- Transit Ridership Surveys
- Vehicle Intercept Surveys
- Pedestrian Surveys
- Railroad Crossing Surveys
- Gate/Driveway Count

Relevant Project Experience

City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, Monterey Park, CA

Nine intersections along Garfield Avenue underwent improvements through HSIP Cycle 9 funding. Kimley-Horn worked with the City to upgrade vehicle signal heads and install retroreflective borders on backplates and countdown pedestrian heads. The team coordinated with Caltrans to submit all necessary documentation, such as Local Assistance Procedures Manuals (LAPM) forms, environmental categorical exemption documents, right-of-way forms, and request for authorization for construction.

City of Monterey Park, Potrero Grande Intersection Improvements, Monterey Park, CA

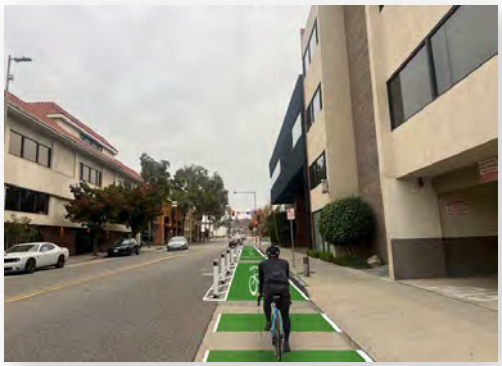
Kimley Horn addressed traffic concerns at two busy intersections by modifying the lane configurations and restriping. This creative approach solved the problem without requiring major street realignment. Additionally, the design tackled large delivery truck access by modifying the southeast corner of Market Place and widening the curb radius to facilitate smoother truck turns.

City of Monterey Park, Planning and Engineering Services for the Preparation of Local Roadway Safety Plan (LSRP), Monterey Park, CA

The LRSP addressed safety through roadway improvements, measures to modify driver behavior, and improved emergency response. The LRSP has resulted in a set of data driven recommendations, coupled with input from key stakeholders representing the four E's of safety included in the Strategic Highway Safety Plan: engineering, enforcement, education, and emergency services. The LRSP for the City included a customized toolbox of countermeasures that addressed the most common local challenges that align with statewide funding priorities.

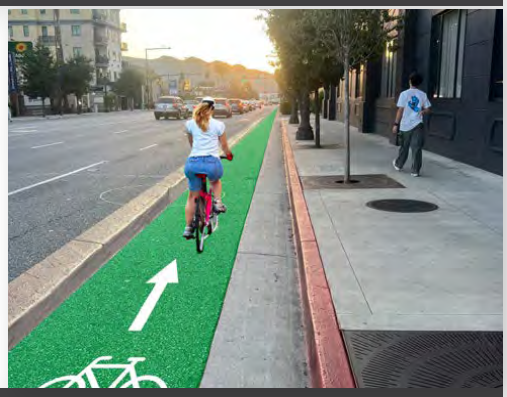
City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA

Kimley-Horn is providing public outreach, transportation planning, and civil, traffic, and hydraulic design services to the City of Glendale to develop complete streets design on Wilson Avenue between Central Avenue and Verdugo Road. The project will help the City develop a design that balances pedestrian access, vehicular traffic, bicycle mobility, bus operations, and parking facilities within the constrained roadway. Before planning and design, Kimley-Horn will conduct community outreach and review feedback to incorporate stakeholder input. The project will determine the most feasible bicycle infrastructure for the corridor through a traffic corridor study and modeling to produce vehicle miles traveled (VMTs) and safety benefits for various alternatives. Kimley-Horn will develop a design that balances transportation modes, is consistent with the community's vision, and include urban design and landscape features that create a sustainable showcase project.



City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA

Kimley-Horn is providing public outreach, transportation planning, and civil, traffic, and hydraulic design services to the City of Glendale to develop complete streets design on Colorado Street between Central Avenue and Lincoln Avenue. The project will help the City develop a design that balances pedestrian access, vehicular traffic, bicycle mobility, bus operations, and parking facilities within the constrained roadway. Before design, Kimley-Horn will conduct community outreach and review feedback to incorporate stakeholder input. The project will determine the most feasible bicycle infrastructure for the corridor through a traffic corridor study and modeling to produce VMT and safety benefits for various alternatives. Kimley-Horn will develop a design that balances transportation modes, is consistent with the community's vision, and include urban design and landscape features that create a sustainable showcase project.



City of Glendale, La Crescenta Avenue Road Rehabilitation Study, Glendale, CA

In 2012, the City of Glendale released their Bicycle Transportation Plan (BTP) which identified ways to strengthen their bicycle infrastructure and promote complete streets design, healthy communities, and sustainability throughout the City. In keeping with the consistency of the BTP, the City tasked Kimley-Horn with providing a study for a road rehabilitation project along La Crescenta Avenue. The road rehabilitation project provided the opportunity to change the existing lane configuration and explore options identified in the BTP. The study analyzed different alternatives such as lane reductions to include dedicated bike lanes and adding sharrows to the existing lane configuration. Kimley-Horn developed conceptual cross sections for these configurations. Analyses were performed for all scenarios using Synchro and TransCAD software to identify level of service and VMT. While a VMT analysis is not required for this type of project, it allowed the study to provide a comprehensive look at how these alternatives can impact the transportation network. Kimley-Horn summarized the findings for the City, so they could make an informed decision about the future of this roadway.

City of Glendale, Proposition 84 Green Streets Demonstration, Glendale, CA

The City of Glendale received a Proposition 84 Greening Project Grant which resulted in the City's first Green Streets project, covering 5,539 linear feet of roadway along South Louise Street and East Harvard Street. With a strong emphasis on urban greening, the City's objective was to combine multimodal infrastructure improvements with enhancements to water quality and stormwater management. One key element that Kimley-Horn worked closely with the City on was the creative protection of existing catch basins and building the bioswale/ bio-retention around the inlets to save cost and lengthy review process with Los Angeles County. This concept also required interface with Los Angeles County Flood Control District for the protection of their drainage system. Kimley-Horn provided construction plans, specifications, and cost estimates to complete the design of this project. Scope of work elements included the development of street improvement plans, Americans with Disabilities Act (ADA) and curb ramp design, pedestrian crossing improvements, traffic signing and striping plans, traffic signal modification plans, flashing beacon plans, bioswale improvement plans/details, stormwater treatment calculations, drainage study, utility rerouting/modification, and storm drain improvement plans.

City of Burbank, PS&E for San Fernando Class I Bikeway, Burbank, CA

The San Fernando Bikeway is a 3-mile Class I bike path in Burbank that runs parallel to the Union Pacific/Metrolink Valley rail line owned by the Metropolitan Transportation Authority (Metro). The project will be constructed primarily as a separate Class I bicycle path with a small portion (0.15 miles) consisting of a Class III bike route. Most of the path will be constructed in Metro- owned rail right-of-way adjacent to the current Union Pacific/ Metrolink railroad right-of-way along with ½-mile stretch along Los Angeles County Flood Control Channel. Kimley-Horn was selected to prepare PS&E, coordinate with regulatory agencies, coordinate with City staff in the preparation of the PS&E package and provide bid support services for the San Fernando Bikeway Project. While this project is a standalone project, its design and implementation must be carefully coordinated with the adjacent I-5 HOV/Empire Avenue Interchange project and a planned railroad grade separation at Buena Vista Street and San Fernando Boulevard, both of which are currently being designed were recently completed. This project is being funded by Federal Congestion Management and Air Quality funds; therefore, all design and construction services must conform to Caltrans and federal guidelines for design and construction procurement. Kimley-Horn is responsible for preparing the PS&E package, including the associated documents and exhibits in Caltrans' LAPM to result in E-76 approval for right-of-way and construction.

City of Los Angeles Bureau of Engineering, Broadway-Manchester Active Transportation Equity Project, Los Angeles, CA

Kimley-Horn is providing civil, traffic, and hydraulic design services to improve safety and quality of life for all corridor users by increasing the use of active modes of transportation, enhancing community spaces, increasing connectivity, reducing the heat island effect, improving air quality, and increasing stormwater capture and reuse along Manchester Avenue (from South Vermont Avenue to South Broadway) and South Broadway (from Manchester Avenue to Imperial Highway). The project will accomplish this by constructing Class IV cycles tracks, curb extensions, High-Intensity Activated Crosswalk (HAWK) signals, bus islands, street amenities, tree planting, cisterns, and drywells. The project requires coordination between multiple agencies (multiple City of Los Angeles departments, Los Angeles County, Los Angeles Metropolitan Transportation Authority, and Caltrans), and grant funding sources.

> **Kimley-Horn's experience on Broadway-Manchester will greatly benefit the city on future ATP projects.**
>
> – Gina Liang, StreetsLA | Broadway-Manchester Project Manager

Los Angeles Metropolitan Transportation Authority (LA Metro), North Hollywood to Pasadena BRT Planning and Environmental Study, Los Angeles to Pasadena, CA

Kimley-Horn is the prime consultant for an 18-mile bus rapid transit (BRT) project connecting the San Fernando Valley with the San Gabriel Valley that encompasses the North Hollywood and Eagle Rock districts of Los Angeles along with the Cities of Burbank, Glendale, and Pasadena. Our team lead the project through alternatives analysis, CEQA environmental approval, and preliminary engineering with the route including a combination of street-running and freeway-based alignments. The project, which is a key element of Metro's Twenty-Eight by '28 Vision in preparation for the 2028 Summer Olympics, will connect the Metro North Hollywood B (Red) Line (heavy rail) and G (Orange) Line (BRT) Station with the L (Gold) Line in Pasadena. The project is emphasizing LA Metro's emerging Transit Oriented Communities (TOC), First-Last Mile, and sustainability initiatives with more than 20 station options being selected based on a wide range of metrics including value capture potential. The project provides a "showcase" of BRT prototypes applicable to all types of urban roadways ranging from narrow constrained minor arterials to major boulevards and provides complete street solutions integrating on-street bus lanes and BRT stations with vehicular traffic movements, bicycle facilities, sidewalks and the pedestrian realm, and active transportation projects.

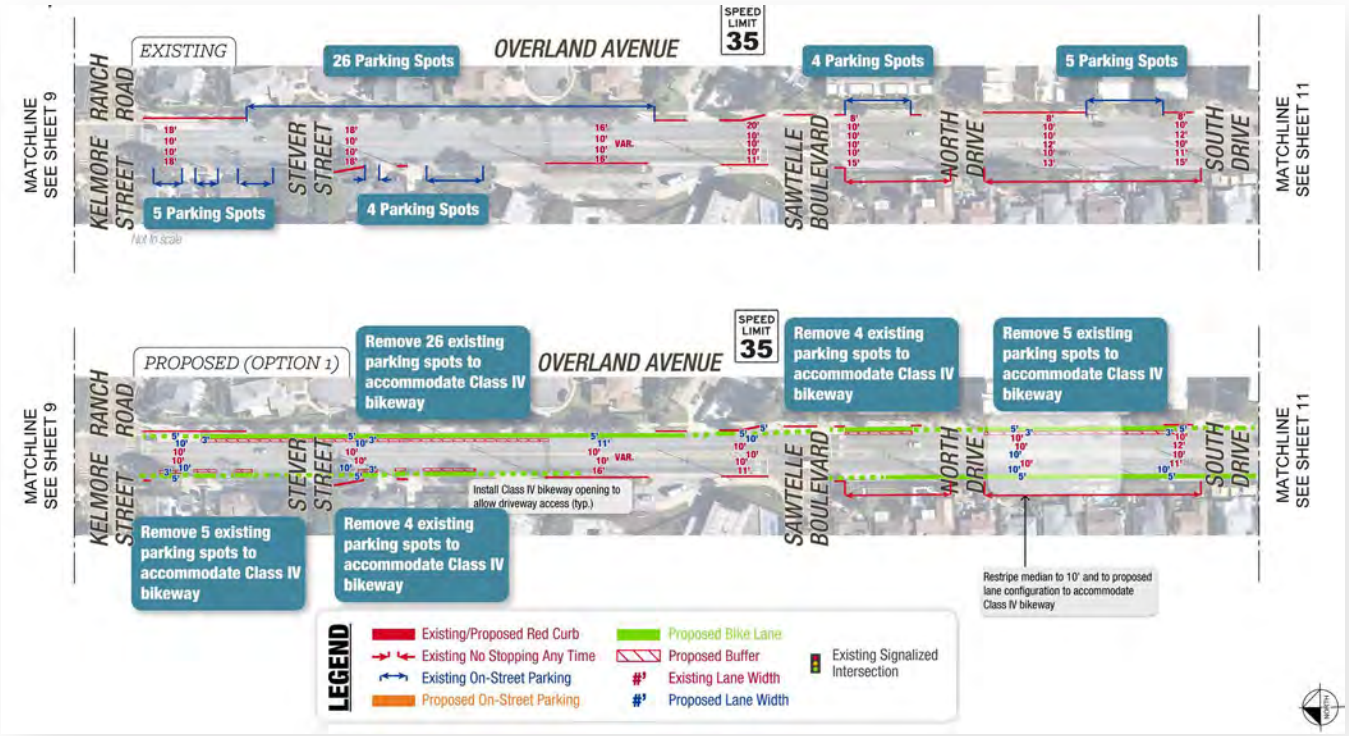
LA Metro, Cesar Chavez Transit Center, Los Angeles, CA

Kimley-Horn staff prepared the civil design for a transit bus stop near Union Station in Downtown Los Angeles. The sustainable landscape design featured drought-tolerant landscaping and rainwater catchment, and the shelter structures are equipped with solar panels. Kimley-Horn staff were responsible for grading and drainage design and utility engineering, along with the stormwater mitigation effort to reduce runoff from the site. The team provided third party assistance with utility approvals and connection permits with the City of Los Angeles.

City of Culver City, MOVE Culver City Independent Data Validation, Culver City, CA

Kimley-Horn worked with the City of Culver City to revise the original MOVE Culver City design. This project extended the eastern terminus of the original corridor from Washington Boulevard/La Cienega Avenue to Washington Boulevard/Fairfax Avenue. In addition, our team prepared designs to include Class II or Class IV bike lanes on Adams Boulevard between Washington Boulevard/Fairfax Avenue. Kimley-Horn staff conducted an initial field visit and prepared a conceptual cross sections technical memorandum based on the observations made during the visit. After confirming the preferred cross sections for each project segment, our team prepared conceptual striping plans for each segment. Striping plans were prepared according to City and Caltrans standards and MOVE Culver City Design Guidelines. Following approval of the conceptual plans, Kimley-Horn prepared all final plans and an opinion of probable construction cost (OPCC) for signing and striping and traffic signal modifications.

City of Culver City, Overland Avenue Bike Lane, Pedestrian, and High Friction Surface Treatment (HFST) Improvement Project, Culver City, CA



Kimley-Horn was selected by the City of Culver City to prepare engineering plans, specifications, and Opinion of Probable Construction Cost (OPCC) for proposed bike lane, pedestrian, and HFST improvements. The project corridor is located on Overland Avenue and will include the installation of Class II and Class IV bike lanes, traffic signal modifications at six locations, new traffic signal installation at one location, installation of fiber-optic cable and conduit at three locations, ADA ramp upgrades, sidewalk widening, driveway upgrades, additional shade trees and benches, and HFST improvements. Following a field review of existing conditions, our team prepared conceptual design graphics for the proposed bike lane improvements along the entire project corridor. After confirmation of the conceptual design, Kimley-Horn will prepare signing and striping plans, traffic signal modification plans, traffic signal installation plans, communication design plans, HFST plans, specifications, and OPCC.

City of Culver City, East Washington Boulevard Bike Lane Project, Culver City, CA

Kimley-Horn was selected by the City to prepare signing and stripling plans for proposed bike lanes in the City. The City is looking to install Class II bike lanes to provide a connection between the MOVE Culver City bus and bike lanes along Washington Boulevard and the existing Class II bike lanes along Adams Boulevard. Our team's scope of services include project management, field work and base map preparation, conceptual striping plans, and signing and striping plans.

City of Thousand Oaks, Lawrence Drive/Teller Road Intersection Improvements Project, Thousand Oaks, CA

Kimley-Horn worked with the City of Thousand Oaks to provide a PS&E package for intersection improvements at the intersection of Lawrence Drive and Teller Road. Preparation for this project included a field survey to collect topographic cross-section information of hard surface features such as back of walk, curb, gutter, pavement edges, visible utilities, existing storm drain, and inlets for the limits of work. Our team also coordinated with the City and utility companies to collect and identify locations of utility facilities at the project site. Following project management meetings and data collection, Kimley-Horn prepared 30%, 60%, 90%, and 100% PS&E construction documents.

Preliminary design documents included a typical section plan, demolition and utility plans, street improvement plans, traffic signal installation plans, signing and striping plans, and an engineer's OPCC for the proposed improvements. Once the plans were reviewed by the City and approved, Kimley-Horn provided support during the bid/award phase of the project and provided responses to requests for information/clarification from contractors regarding the design and prepared any revisions that may be necessary. Kimley-Horn also prepared record drawings plans based on changes made during construction and provided support services for review of design related submittals.

City of Thousand Oaks, Rancho Road/US 101 Bicycle and Pedestrian Improvement Project, Thousand Oaks, CA

This project was awarded a federal grant to improve sidewalk and bicycle connectivity, as this stretch of road is one of a few cities to separate crossings under Caltrans Route 101 linking north to south City limits. The City ranked this project as a high priority based on pedestrian traffic volumes, construction difficulties, and proximity to schools and public facilities with missing sidewalks. The project included new sidewalk, curb ramps, and restriping Class II bike lanes along Rancho Road. Bicycle buffers and green pavement markings were used to enhance awareness. A traffic signal was added at the southbound Caltrans on/off ramp intersection. Additional traffic signal modifications were included at the northbound Caltrans on/off-ramps. The project required a Caltrans encroachment permit, PEER forms, environmental Preliminary Environmental Study and CEQA/NEPA documents. Kimley-Horn provided civil, traffic, landscaping, and environmental services.

City of Thousand Oaks, Moorpark Road Sidewalk and Bike Lane Improvements, Thousand Oaks, CA

This project was identified by City staff as a high priority to improve sidewalk and bicycle connectivity from Moorpark Road at Olsen Road heading north to the YMCA entrance. The project included new roadway widening, sidewalk, drainage, bioswales, landscaping, curb ramps, and restriping Class II bike lanes along Moorpark Road. Bicycle buffers were utilized to enhance awareness. Kimley-Horn provided civil, traffic, and landscaping services.

City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossings, Thousand Oaks, CA

Kimley-Horn was selected by the City of Thousand Oaks to improve safety for pedestrian crossings and vehicle yield compliances within the heart of Thousand Oaks. Kimley-Horn has completed the allocation and consolidation of the two existing crosswalks to one single crosswalk at the mid-block between Live Oak Street and Oakview Drive. The purpose was to enhance safety as well as yield compliance by introducing a phased crossing, providing pedestrian refuge, and increasing the visibility and prominence of control devices. Services included professional engineering, traffic studies, environmental, right-of-way and utility, and design services related to the project approval/environmental document, and preparation of PS&E to implement the Thousand Oaks Boulevard Pedestrian Crossings.

City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA

Kimley-Horn worked with the City of Santa Clarita to design a bicycle boulevard that provides connectivity within the Newhall neighborhood of Santa Clarita. The bicycle boulevard traverses a residential neighborhood, while connecting to Newhall Elementary School and commercial businesses along Lyons Avenue. The project included a new traffic signal at Lyons Avenue and Walnut Street, access ramp upgrades, and signing and striping plans including bicycle wayfinding signage, and GiveMeGreen! equipment to detect bicycles and extend the signal for safer and more efficient bicycle connectivity.

City of Santa Monica, Ocean Park Boulevard Complete Green Street Project, Santa Monica, CA

Kimley-Horn provided construction plans, specifications, and cost estimates to complete the design of the Ocean Park Boulevard Complete Green Street Project. The Kimley-Horn team designed improvements to the Ocean Park Boulevard corridor to provide connections between the neighborhoods on the north and south side of Ocean Park Boulevard and create an inviting environment for residents. In addition, Kimley-Horn designed watershed improvements to help reduce pollutants for urban runoff while also reducing the overall volume of stormwater runoff reaching Santa Monica Bay. Scope of work elements included the addition of three proposed crosswalks and overhead beacons, green bike lane and bike boxes, landscaped medians throughout the length of the project, curb extensions and bioretention areas strategically placed along Ocean Park Boulevard, permeable paving in areas not within public travel ways, traffic calming measures such as landscaped medians, pork chops and curb extensions, and pedestrian level lighting along the thoroughfare.

City of Calabasas, Mulholland Highway Scenic Corridor, Calabasas, CA

Kimley-Horn provided engineering and design services for the Mulholland Highway Scenic Corridor project. The project included community outreach, roadway improvements, hillside grading and retaining walls, pedestrian amenities, stormwater treatment/drainage, roadway improvements, and median and parkway sections designed for future landscaping. The project's design followed the guidelines set forth in the Mulholland Highway Master Plan. The segment of Mulholland Highway includes more suburban and commercial uses between Paul Revere Drive and Mulholland Drive and is mostly found within the City of Calabasas jurisdiction, with a small segment in the city of Los Angeles. The project included a short segment of street improvements within the city of Los Angeles.
Kimley-Horn assisted the City of Calabasas in navigating the various departments within the City of Los Angeles to coordinate improvements required for the road segment within the City of Los Angeles.

City of Ventura, Telegraph Road – Main Street to Mills Road Signing/Striping Plan, Ventura, CA

Kimley-Horn was selected by the City of Ventura to provide traffic engineering services for the preparation of final construction plans for signing/striping Telegraph Road between Main Street and Mills Road. The project consisted of a conceptual layout and a final design phase. During the conceptual layout phase, Kimley-Horn staff conducted site visits and referenced the latest CA-MUTCD and National Association of City Transportation Officials (NACTO) bicycle striping and pavement markings to include in the conceptual layout. The main focus was on mapping existing signing and striping and providing alternatives to bicycle treatments while working with City staff and the bicycle master plan and the City's complete street policies. Following meetings with the City's staff, our team incorporated their requests and recommendations as applicable to the project/intersection with schematic graphics and key callouts on the strip map. Kimley-Horn provided the City with concepts specifically focused on additional bicycle and pedestrian treatments.

City of Camarillo, Pleasant Valley Road Bike Lanes, Camarillo, CA

The City of Camarillo was awarded a grant to provide bicycle safety improvements along Pleasant Valley Road. Roadway widening will be required for both sides of the road. With motorist speeds posted at 55 miles per hour, new buffered bicycle lanes are critical to improving cyclist safety and reducing conflicts as they approach the intersections. Current industry trends in the NATCO and bicycle safety/awareness advocacy efforts have shown that "Share the Road" signs are no longer effective measures specifically at high-speed locations. Kimley-Horn will provide bicycle safety improvements along the corridor and at intersections, which is part of the City's overall commitment to bringing alternative modes of transportation throughout the region. The project will consist of new buffered Class II Bike Lanes along an 8,700-foot-long section of Pleasant Valley Road between Las Posas Road and East 5th Street as well as channel improvements adjacent to the roadway. The completion of the Class II Bike Lanes will bridge the gap with the Las Posas Road Bike Lane project and extend connectivity to East 5th Street.

City of Camarillo, Central Avenue Bike Lane Project, Camarillo, CA

The City of Camarillo selected Kimley-Horn to design new Class II bike lanes on both sides of Central Avenue and a cycle track from near the north bound ramp intersection at the Central Avenue/US 101 interchange connecting to the planned bike lanes along West Daly Drive and extending to the northwest City Limits, where it will connect to the existing unincorporated County Class II bike lanes and Springville Bike Path. The project includes realignment of the roadway, is near Caltrans Access Control and may require a Caltrans Encroachment Permit.

City of Artesia, Active Transportation Plan, Artesia, CA

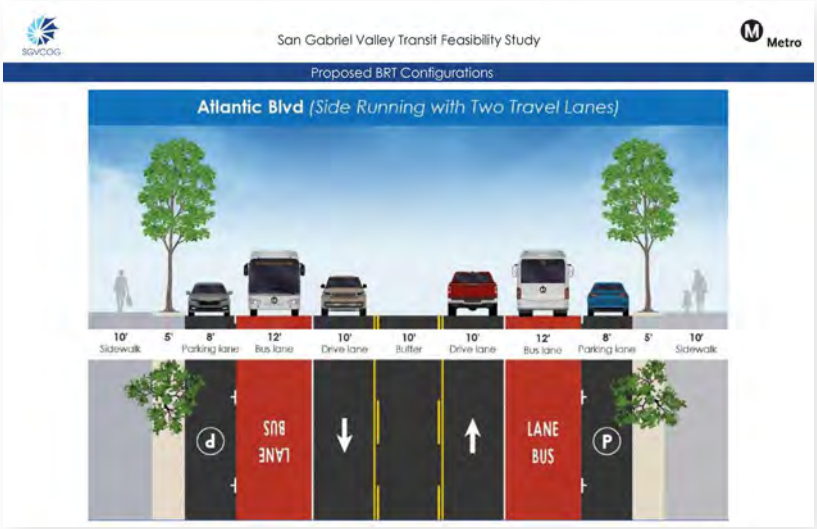
Kimley-Horn, as a subconsultant, was recently selected by the City of Artesia to prepare an active transportation plan that prioritizes citywide pedestrian and bicycle improvements which complements visioning efforts for the City's commercial and historic districts as well as improvements to the City's South Street Corridor and Pioneer Boulevard/Downtown Specific Plan that have already taken place. Our team will be responsible for analyzing existing bicycle and pedestrian environments, identifying potential bicycle and pedestrian improvement projects, and creating project cut sheets that are ready for the City to submit for grant funding.

City of Agoura Hills, Agoura Road Bike Lane Project, Agoura Hills, CA

Kimley-Horn prepared PS&E for the construction of a bicycle lane for approximately two miles of Agoura Road, between Kanan Road and the western City boundary with the City of Westlake Village. The project, which provides Class II bike lanes, is complete. Our services included traffic engineering (signage and striping) and civil design to widen the road, relocating curb and gutter, adjusting drainage features, repairing damaged areas of the road, and providing a rubberized asphalt overlay. We also retained an arborist to assist with minimization of oak tree impacts in determining the layout and design of the project.

San Gabriel Valley Council of Governments (SGVCOG), San Gabriel Valley Transit Study, Irwindale, CA

Kimley-Horn recently completed a two-phase Transit Feasibility Study, led by SGVCOG, in partnership with LA Metro. The first phase began with establishing the study area, defining mobility problems, and creating initial concepts which were screened and refined for further study. Phase I also included ridership forecasting, high-level cost information, and extensive community and stakeholder outreach. It concluded with a Vision Plan, which identified several east/west and north/south concepts for bus rapid transit (BRT) implementation. The second phase examined the Vision Plan further, refining these concepts and selecting a single east/west and north/south concept. The second phase focused on conceptual engineering and working with stakeholder agencies to develop lane configurations within their existing right-of-way to accommodate high-quality transit service.



The Second Phase concluded with an executive summary and final report, identifying a single east-west alternative and complementing north-south alternatives. The Plan identified jump start demonstration segments, one of which was awarded funding through a competitive grant, along with mid-term and long-term vision plans. SGVCOG and LA Metro are currently pursuing funding for the other jump start segments.

City of Montebello, Bus Stop Improvements, Montebello, CA

Kimley-Horn provided technical assistance by surveying the existing conditions of the bus stop infrastructure inside and outside the City. This survey work contributed to the development of design and amenities recommendations, a final assessment report, and the creation of an RFP for future construction.

City of Ventura, Westside Community Wide Active Transportation Improvements, Ventura, CA

Kimley-Horn provided civil engineering design services to prepare conceptual and construction plans for active transportation improvements including bus stop, pedestrian, bicycle, and traffic calming improvements for the Westside Community in the City of Ventura. The project was funded by California Sustainable Infrastructure Grant program. The project encompasses 18 street segments throughout Westside Ventura with 18,150 linear feet (LF) of bicycle boulevards, 13,282 LF of sidewalk upgrades, 35 curb ramps upgrades, 20 continental crosswalks, 10 bus shelter upgrades, four curb extensions, rectangular rapid flashing beacons, and street lighting improvements.

City of Whittier, Whittier Greenway Trail, Whittier, CA

Kimley-Horn completed PS&E for this 5-mile trail project in addition to leading the team through the development of the first phase, the master plan, and managing the entire second phase that included all civil, traffic, and structural engineering. The project involved the design of a multiuse trail for five miles of a Class I bikeway with an adjacent dual soft trail for walking and hiking. The structural portion of the project included the rehabilitation of three pre-1950s railroad bridges, one over a Caltrans facility, as well as a new design for a 200-foot pedestrian bridge over highly traveled Pickering Boulevard. Final plans and specifications were produced for this bridge in less than six weeks to meet client needs. The project included design plans for 15 at-grade street crossings for which Kimley-Horn designed three levels of treatment ranging from signing and striping to pedestrian activated traffic signals. Project coordination included public participation, bimonthly task force meetings as well as coordination with numerous agencies including Caltrans. Kimley-Horn designed the bollard-type trail lighting that complements the bike and pedestrian trail and coordinated the design with Southern California Edison and the City of Whittier. The City of Whittier received three separate project design awards.

City of Whittier, Pio Pico State Park Trail, Whittier, CA

Kimley-Horn provided design consulting services to the City of Whittier for a bicycle facility that connects Pio Pico Historic Park and the San Gabriel River Trail based on the conceptual study prepared by Kimley-Horn. The project is a Class I multi-use path and links the intersection of the south entrance of the San Gabriel River trail at Whittier Boulevard with the Pio Pico Historic Park's vacant maintenance area. The 330-foot bikeway runs parallel to the existing sidewalk and enters the Park near the northern end of the maintenance area. The trail also required crossing under a Union Pacific Railroad (UPRR) and modification to the levee/side slope for San Gabriel River Trail maintained by the Los Angeles County Public Works – Flood Control District. Kimley-Horn's team provided civil engineering, structural, landscape architectural, survey, and geotechnical services to support the project. The project required a close coordination with the City of Whittier, City of Pico Rivera, Los Angeles County Department of Public Works – Flood Control District, USACE, UPRR, and the Rivers and Mountain Conservancy. Our services also included permitting and processing through various agencies involved for railroad license agreement, Los Angeles County encroachment permit, and City of Whittier grading and structural permits.

City of Santa Ana, Santa Ana Boulevard and 5th Street Protected Bike Lane PS&E, Santa Ana, CA

Kimley-Horn provided engineering design services for the Santa Ana Boulevard and 5th Street protected bikeway project. The project included two and a half miles of protected bike lane facilities along various streets in the City's downtown area. This project is one of the first protected bike lane projects of this magnitude in Orange County. The project consisted of bike signals, pedestrian walkway improvements, traffic calming features, ADA improvements, signing and striping, and landscape and irrigation design. The project has involved extensive coordination during the design phase with all stakeholders, including the OCTA for their streetcar project within the same area. The Kimley-Horn team provided the City with alternatives for the design of the bike lanes to provide more protection for all modes of transportation, including vehicular, pedestrian, and public transit.

City of Palm Springs, Racquet Club Road Reconfiguration Project, Palm Springs, CA

Kimley-Horn is providing public outreach, transportation planning, and civil and traffic design services to the City of Palm Springs to improve pedestrian and bicyclist infrastructure on Racquet Club Road between Palm Canyon Drive and Junipero Avenue. The project will help the City close a pedestrian infrastructure gap while introducing potential bicycle facilities, visibility enhancements, and connecting residential communities, schools, and commercial areas. In the public outreach stage, Kimley-Horn will engage with stakeholders and review community feedback. Then, the project will determine the most feasible bicycle infrastructure for the corridor through a traffic corridor study and modeling to produce VMTs and safety benefits for various alternatives. Kimley-Horn will develop a design that balances transportation modes, is consistent with the community's vision, and will be visionary in providing community-specific design solutions that provide long-term results.

City of Palm Desert, CV Link Enhancements, Palm Desert, CA

Kimley-Horn worked with the City of Palm Desert to develop recommendations for enhancements to the newly constructed CV Link On-Street Class IV and NEV Path. The enhancements were selected for their ability to potentially reduce or minimize conflicts between the path curb and vehicles and bikes by increasing the conspicuity of the curb or reducing the chance of conflict with the curb. The project included a memo discussing each potential enhancement, built examples, and opinion of probable construction cost for each feature, along with visual simulation photo renderings depicting the proposed conditions.

City of Palm Desert, Haystack Road and Highway 74 Intersection Modification, Palm Desert, CA

The intersection of Haystack Road with Highway 74 included no marked pedestrian crossing across Haystack Road east of Highway 74, despite the presence of sidewalks along the north and south sides of Haystack Road. The City of Palm Desert sought to implement an improved pedestrian crosswalk on Haystack Road at Highway 74, including the modification of the existing traffic signal, sidewalks and wheelchair ramps, and roadway markings and signage. Kimley-Horn's services include an analysis of the existing infrastructure, right-of-way, and public easement; multimodal traffic counts; and collision analysis; feasibility and alternatives analysis; ADA curb ramp details and traffic signal design plans; and traffic signal modification plans.

City of Desert Hot Springs, Hacienda Avenue Improvement Project, Desert Hot Springs, CA

This project's purpose is to improve the safety of Hacienda Avenue by constructing new sidewalks, new crosswalks, new ADA ramps, additional street striping and signage, new bike lanes, new streetlights, and new parkway with landscaping. Kimley-Horn is PS&E and contract bid documents. Our services include environmental documentation; utility coordination; street improvement plans; signing, striping, and traffic signal plans; plans, contract documents, bid documents, special provisions, and engineer's estimates of probable construction costs.

City of National City, Euclid Avenue Protected Bikeway, National City, CA

Kimley-Horn worked with the City of National City to conduct public outreach, environmental processing, grant writing, and final design of nearly 2 miles of traffic calming, road diet, bicycle, and pedestrian enhancements along Euclid Avenue. The project includes protected bike lanes, bend-outs, reverse angle parking, a new traffic signal, and two HAWK systems. The improvements will improve safety and accessibility for people walking and biking to important community destinations. Kimley-Horn also prepared the California ATP grant applications which led to the award of more than $3.5 million in funding to design and construct the project.

San Diego Association of Governments (SANDAG), Mid-Coast Corridor Mobility Hub Implementation Strategy, San Diego, CA

The Mid-Coast Corridor Mobility Hub Implementation Strategy developed a multimodal vision and specific mobility hub recommendations at 10 stations and communities along the currently under-construction Mid-Coast LRT alignment. Funded by an Federal Transit Administration (FTA) grant, the goal of the project was to leverage the region's investment in transit infrastructure to maximize ridership and expand the benefits to overall community mobility and access to transit. Kimley-Horn first leveraged SANDAG's Mobility Hub Toolkit to identify a set of themes and strategies specific to each station area that would benefit both station accessibility and community mobility. We then developed feature maps that integrated mobility hub features, including micro-mobility, shared mobility, active transportation, and technology into each station area. Kimley-Horn developed 3D graphics and moving simulations to depict the mobility hub elements in action. Design concepts and cost estimates were developed for mobility hub implementation. Kimley-Horn partnered closely with SANDAG throughout the project, as well as the City of San Diego and University of California, San Diego. We also held several community meetings and engaged the local business community to develop recommendations that reflected local community needs and opportunities.

SANDAG, South Bay Bus Rapid Transit (BRT) Otay Mesa Intermodal Transit Center (ITC) Final Design, San Diego, CA

Kimley-Horn provided final design services for the ITC which include site design, drainage and water quality, landscape, urban design, electrical and communication design, water and sewer connection design, structural engineering (including design of a wall type selection report for the custom retaining wall adjacent to the BRT driveway), and design of custom bus shelters. The border crossing design focused on identifying a site with convenient pedestrian access to/from the port of entry and easy access for local transit routes that currently serve the area. Kimley-Horn assisted SANDAG in negotiating design improvements required at the Siempre Viva Road/SR 905 interchange with Caltrans and on-site infrastructure and utility requirements with the City of San Diego.

City of Sunnyvale, Pedestrian and Bicycle Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway, Sunnyvale, CA

Kimley-Horn is assisting the City of Sunnyvale with advancing the provision of new sidewalks and bicycle facilities on Tasman Drive between Lawrence Expressway and Fair Oaks Avenue. This segment of Tasman Drive has a very narrow right-of-way, with median-running light rail limiting the opportunities for active transportation facilities. This project will eliminate gaps and provide new mobility options to users in the area by converting a travel lane in each direction to dedicated pedestrian and bicycle uses. Kimley-Horn is developing design options for new sidewalk and protected bicycle facilities and is performing operational analysis of those options. Kimley-Horn is leading two rounds of public outreach to gather input on design alternatives through online surveys, public meetings, and presentations to community groups, particularly focused on the mobile home parks lining the corridor. Kimley-Horn will also support the City on Bicycle and Pedestrian Advisory Committee and City Council review and approval.

City of Sunnyvale, Safe Routes to School (SRTS) Improvements on Maude and Sunnyvale Avenues, Sunnyvale, CA

Kimley-Horn completed concept development, environmental clearance, and preliminary design efforts for Sunnyvale Safe Routes to School improvements along Maude Avenue and Sunnyvale Avenue around Bishop Elementary School. The improvements consisted of modifications to Maude Avenue/Mathilda Avenue and Maude Avenue/Borregas Avenue to remove pork chop islands and make the intersections safer for pedestrians. They also consisted of replacement of on-street parking with buffered bicycle lanes on Sunnyvale Avenue. As part of the effort, Kimley-Horn developed concepts, assessed geometric feasibility, analyzed traffic and parking conditions, and completed environmental clearance documentation through Caltrans. The project was completed within six months to meet the City's grant funding schedule requirements.

City of Sunnyvale, Maude Avenue Bikeways and Streetscapes Project, Sunnyvale, CA

Following our successful completion of the Maude Avenue Roadway Allocation Study, Kimley-Horn was selected to develop final design PS&E for the selected alternative. This project included pavement rehabilitation, ADA-compliant curb ramps at several intersections, reconfiguration of the Maude Avenue/Sunnyvale Avenue intersection, signal modification, and new buffered bike lanes and enhanced bike lane striping throughout the corridor. The project was recently constructed.

City of Santa Clara, De La Cruz Boulevard/Coleman Avenue Bikeway Planning Study, Santa Clara, CA

Kimley-Horn is working with the City of Santa Clara on the planning and conceptual design of 1.4 miles of protected bikeways along De La Cruz Boulevard and Coleman Avenue. Through public engagement, stakeholder coordination, and existing conditions review, the study will determine a preferred alignment and conceptual bikeway design to create safe and comfortable connections for the community. Kimley-Horn is considering existing right-of-way limitations, cost, parking occupancy, collision history, traffic operations, and other site conditions to develop design alternatives that will provide convenient, comfortable, and connected bikeways.

City of Santa Clara, Benton Street Bikeway Planning Study, Santa Clara, CA

Kimley-Horn, as a subconsultant, was selected by the City of Santa Clara to evaluate the traffic operations of the Benton Street Bikeway project. This project seeks to install buffered bicycle lanes (Class IIB), bicycle boulevard (Class IIIB), and/or separate bikeways (Class IV) along Benton Street between Dunford Way and Lincoln Street. As part of this work, some of the options will reduce the number of travel lanes along the project corridor and Kimley-Horn evaluated the potential operational effect of this lane reduction. This included studying 36 intersection locations along Benton Street, as well as on two parallel corridors, El Camino Real and Homestead Road. Intersection turning movement counts, bicycle counts were collected for the weekday AM, weekday PM, weekday midday, and Saturday time periods. Traffic diversion from the project options were determined using the City of Santa Clara's travel demand model and post-processing modifications based on engineering judgment. Intersection LOS and queuing were evaluated using Highway Capacity Manual (HCM) methodology within PTV Vistro software. Travel times were evaluated using PTV VISSIM software.

City of Santa Clara, Monroe Street Bikeway Planning Study, Santa Clara, CA

Kimley-Horn, as a subconsultant, was selected by the City of Santa Clara to evaluate the traffic operations of the Monroe Street Bikeway project. This project seeks to install buffered bicycle lanes (Class IIB) or separate bikeways (Class IV) along Monroe Street between Lawrence Expressway and San Tomas Expressway. As part of this work, some of the options will reduce the number of travel lanes along the project corridor, and Kimley-Horn evaluated the potential operational effect of this lane reduction. This included studying 26 intersection locations along Monroe Street, as well as on two parallel corridors, Kifer Road/Walsh Avenue and Cabrillo Avenue. Intersection turning movement counts, bicycle counts were collected for the weekday AM, weekday PM, weekday midday, and Saturday time periods. Traffic diversion from the project options were determined using the City of Santa Clara's travel demand model and post-processing modifications based on engineering judgment. Intersection LOS and queuing were evaluated using HCM methodology within PTV Vistro software. Travel times were evaluated using PTV VISSIM software.

City of San Pablo, Bicycle and Pedestrian Corridor Study, San Pablo, CA

Kimley-Horn worked with the City of San Pablo to prepare corridor studies of 10 high priority bicycle and pedestrian corridors throughout the City to address bicycle infrastructure gaps and improvements for pedestrian access to key destinations throughout the City. Kimley-Horn was responsible for completing all aspects of three corridor segments, including analysis, improvement identification, conceptual design, and evaluation. Kimley-Horn was responsible for the operational analysis of all of the corridors and supporting on the community and stakeholder outreach tasks. The project was completed on time and within budget.

City of Concord, Pine Hollow Road Corridor Complete Streets Feasibility Study, Concord, CA

Kimley-Horn completed a Complete Streets Feasibility Study for Pine Hollow Road/Alberta Way. This process integrated data collection, complete streets design, stakeholder interviews, and extensive community involvement to develop and evaluate complete streets alternatives for the corridor. The project included extensive community engagement, including surveys, community workshops, and a tactical urbanism event where the recommended two-way Class IV bicycle facility was implemented in a temporary manner to inform the community about the project and its benefits. The project included a number of innovative solutions, such as both one-way and two-way cycle tracks, raised intersections, improved crossings, and intersection safety treatments.

County of San Mateo, Santa Cruz Avenue and Alameda de las Pulgas Corridor Improvement Project, San Mateo, CA

Kimley-Horn supported the County of San Mateo in developing a set of bicycle and pedestrian safety improvements along well-traveled sections of Santa Cruz Avenue and Alameda de las Pulgas. The project will provide widened sidewalks, improved street crossings, dedicated bicycle facilities, and traffic calming improvements. The project included close coordination and engagement with the local community, including an active and diverse group of community representatives. Kimley-Horn prepared conceptual design plans and cost estimates for three alternatives, including the provisions of improved pedestrian and bicycle facilities and reconfiguration of the complex and auto-oriented "Y" intersection. Kimley-Horn prepared VISSIM micro-simulation models to analyze the proposed geometric and operational modifications to determine their effect on travel time, emissions, and queuing. The project also included several meetings with the community Task Force, community meetings, and online engagement. The project received grant funding from City/County Association of Governments of San Mateo to advance towards implementation and Kimley-Horn was selected to prepare the design.

City of Santa Cruz, Front Street Multimodal Improvements, Santa Cruz, CA

Kimley-Horn provided design and planning support to multiple projects along the Front Street corridor. These projects included buffered bike lanes, protected intersections for bicycles and pedestrians, transit only-lanes, a new transit center for the bus fleet, coordination with multiple development projects along the corridor, and temporary facilities to support fleet relocation while the new transit center is constructed.

Town of Los Gatos, Winchester Boulevard Complete Streets and Quick-Build Class IV Bike Lanes, Los Gatos, CA

Kimley-Horn supported the Town of Los Gatos in advancing a multimodal corridor study for a 2-mile stretch of Winchester Boulevard. The project goals included enhancing the safety, comfort, and connectivity of the corridor for all users, including bicycles, pedestrians, and transit users, while maintaining auto circulation. In the initial project phase, Kimley-Horn assessed existing conditions and project needs, obtaining input from the community via an online survey. Kimley-Horn then developed multiple project alternatives that closed sidewalk gaps, upgraded bicycle facilities to a protected Class IV, provided protected intersections and transit islands, and increased corridor permeability through new and safer pedestrian crossings.

Kimley-Horn also developed concepts and completed through 100% design a tactical quick-build project that aligned with grant funding received by the Town. The project included the implementation of quick-build Class IV bicycle lanes along 1.3 miles of Winchester Boulevard. We worked with the Town to overcome challenges relating to residential driveways, parking, and emergency access. We also supported the Town through several rounds of community engagement, including hosting a virtual community meeting. Kimley-Horn developed 35%, 90%, and 100% plans along with cost estimates.

City of Seaside, Broadway Avenue Complete Streets Corridor Improvements, Seaside, CA

Kimley-Horn is obtaining permits, performing public outreach, environmental studies and clearances, surveys, and design of street improvements, and preparing contract documents for a road diet on Broadway Avenue from Fremont Boulevard to General Jim Moore Boulevard. The road diet will transform a four-lane roadway to a two-lane roadway, with seven roundabouts at key intersections. Other improvements include curb extensions, adding Class II bike lanes, and SRTS improvements, including off-set sidewalk, Rectangular Rapid Flashing Beacon), and accessibility improvements. This project takes place in two phases: the first phase covers the PA&ED, and the second phase covers the preparation of preparation of PS&E. We partnered with the City of Seaside and the TAMC to complete a Citywide Intersection Control Evaluation Report and prepared concept layouts, renderings, engineering documentation, and supporting text for Broadway Avenue as part of an ATP grant application effort.

City of Monterey, North Fremont Street Bike and Pedestrian Access, and Safety Improvements, Monterey, CA

Kimley-Horn provided preliminary engineering, right-of-way acquisition, and final design services for this project which promotes multimodal transport in a sustainable manner along North Fremont Street, with the intent that it be a catalyst towards redevelopment along the corridor. Improvements included bulbouts at intersections with new curb ramps, new decorative traffic signals, Class IV bike lanes located within the median, a shared bus/ transit lane, transit signal priority, bus stop improvements, and a retaining wall to avoid impact to an environmentally sensitive area. Our team provided design and right-of-way acquisition services, along with public outreach, environmental support, and Caltrans coordination. The project, funded by an ATP grant, required a Caltrans encroachment permit for improvements at the intersection of North Fremont and Canyon Del Rey Boulevard. As part of the 35% design process, we worked through and analyzed a number of alternatives with the City, including parking-protected cycle tracks, buffered bike lanes, and sharrows across intersections to highlight areas that have a greater risk of vehicular conflict. **Since opening in 2019, the project has been recognized locally as Monterey Bay APWA Chapter's 2020 Transportation Project of the Year, statewide as a 2020 Caltrans Excellence in Transportation Award recipient, and nationally as ITE's Pedestrian & Bicycle Standing Committee Best Project.**

KIMLEY-HORN'S

INNOVATIVE APPROACHES ON SIMILAR PROJECTS

will help to inform the design

ALONG MONTEREY PASS ROAD.

SECTION 5 – REFERENCES

We are proud of our working relationships with our clients and much of our success over the last 57 years is directly related to our efforts to provide consistent, high-quality, and timely services. In fact, our clients regularly tell us we deliver remarkable results and that we're great people to work with. Below lists five public agency references for similar projects that we encourage you to contact regarding our team's work history and quality of service.

City of Culver City

Contact: Andrew Maximous, Mobility and Traffic Engineering Manager
9770 Culver Boulevard, Culver City, CA 90232
310.253.5628 | andrew.maximous@culvercity.org
Reference Projects:

- MOVE Culver City Independent Data Validation, Culver City, CA*
- Overland Avenue Bike Lane, Pedestrian, and HFST Improvement Project, Culver City, CA*
- East Washington Boulevard Bike Lane Project, Culver City, CA*

*Descriptions for these projects can be found on pages 60 and 61.

> **Jean truly provides the combination of a hands-on approach, attention to detail, and client service needed to deliver a successful project.**
>
> – Andrew Maximous, City of Culver City

City of Agoura Hills

Contact: Ramiro Adeva, Assistant City Manager
30001 Ladyface Court, Agoura Hills, CA 91301-4335
818.597.7353 | radeva@ci.agoura-hills.ca.us
Reference Project:

- Agoura Road Bike Lane Project, Agoura Hills, CA*

*A description for this project can be found on page 63.

> **I have had the chance to work with Kimley Horn for many years, and they are excellent in regards to customer service. Responsiveness, professional, adaptive, versatile, client-oriented, quality AND quantity, and practical are all things that come to mind when I reflect on my experiences with Kimley Horn. Simply a great group of people from top to bottom.**
>
> – Ramiro Adeva, City of Agoura Hills

City of Santa Clarita

Contact: Cesar Romo, Traffic Signal Administrator
23920 Valencia Boulevard, Suite #300, Santa Clarita, CA 91355
661.286.4002 | cromo@santa-clarita.com
Reference Project:

- Newhall Bike Boulevard, Santa Clarita, CA*

*A description for this project can be found on page 62.

> **"The City has three to four firms under On-Call contract. I give Kimley-Horn the majority of the work. I consider Kimley-Horn as an augmentation of my staff."**
>
> – Cesar Romo, City of Santa Clarita

City of Palm Springs

Contact: Francisco Jaime, Senior Civil Engineer
3200 East Tahquitz Canyon Way Palm Springs, CA 92262
760.323.8750 | francisco.jaime@palmspringsca.gov
Reference Project:

- Racquet Club Road Reconfiguration Project, Palm Springs, CA*

*A description for this project can be found on page 65.

City of Palm Desert

Contact: Bassam AL-Beitawi, Senior Project Manager
73510 Fred Waring Drive, Palm Desert, CA 92260
760.776.6452 | balbeitawi@palmdesert.gov
Reference Projects:

- CV Link Enhancements, Palm Desert, CA*
- Haystack Road and Highway 74 Intersection Modification, Palm Desert, CA*

*Descriptions for these projects can be found on pages 66.

SECTION 6 – CITY'S STANDARD PROFESSIONAL SERVICES AGREEMENT

Kimley-Horn has reviewed the sample agreement and will comply with all aspects of the agreement.

SECTION 7 – OTHER INFORMATION

We believe that our proposal comprehensively addresses the City's needs for this project and thoroughly demonstrates our team's experience. Therefore, we do not wish to submit any other information at this time.

Contact

JEAN FARES, PE

jean.fares@kimley-horn.com

213.354.9402

660 South Figueroa Street, Suite 2050, Los Angeles, CA 90017

www.kimley-horn.com

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Kimley»Horn

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ATTACHMENT 2

Kimley Horn and Associates, Inc. Cost Proposal

City of Monterey Park
Monterey Pass Road Complete Streets Project

		Kimley-Horn and Associates, Inc.											Subconsultants				
	Category/Title	Sr. Professional II	Sr. Professional II	Sr. Professional I	Sr. Professional I	Professional	Analyst II	Analyst II	Analyst I	Support Staff	KH TOTAL HOURS	KH TOTAL COST	CALVADA SURVEYING COST	GROUP DELTA COST	HAMILTON CONSULTING COST	COUNTS UNLIMTED COST	TOTAL PROJECT COST
	Billing Rate	$420	$360	$325	$260	$235	$205	$180	$165	$150							
Task 0	**Project Management**	**46**	**64**	**12**	**18**	**7**	**47**	**2**			**196**	**$ 62,580**					**$ 62,580**
0.1	Kick Off Meeting	2	4	2	4	2	2	2			18	$ 5,210					$ 5,210
0.2	Progress Meetings	30	15	10	10	5	30				100	$ 31,175					$ 31,175
0.3	CPM Project Schedule	4			4		15				23	$ 5,795					$ 5,795
0.4	Quality Assurance/Quality Control Plan	10	45								55	$ 20,400					$ 20,400
Task 1	**Topographic Survey, Utility Research and Project Data**	**6**	**16**	**25**	**11**	**10**	**76**		**65**	**14**	**223**	**$ 50,020**	**$ 98,900**	**$ 55,000**		**$ 5,000**	**$ 208,920**
1.1	Review Existing Documents	2	5	5			10				22	$ 6,315					$ 6,315
1.2	Surveying		2		4		4		5	2	17	$ 3,705	$ 98,900				$ 102,605
1.3	Utility Coordination and Base Mapping	2	5				20		20	10	57	$ 11,540					$ 11,540
1.4	SCE Coordination			10			20				30	$ 7,350					$ 7,350
1.5	Geotechnical Report		2		2		2			2	8	$ 1,950		$ 55,000			$ 56,950
1.6	Traffic Corridor Study	2	2	10	5	10	20		40		89	$ 19,160				$ 5,000	$ 24,160
Task 2	**Community Outreach and Preliminary Design**	**36**	**49**	**174**	**93**	**142**	**185**	**417**	**115**	**48**	**1259**	**$ 286,020**			**$ 4,300**		**$ 290,320**
2.1	Conceptual Design and Basis of Design Memorandum	4	10	10			20	20	20		84	$ 19,530					$ 19,530
2.2	Community Outreach Tools and Materials	4				20	20			40	84	$ 16,480					$ 16,480
2.3	Community Meetings, City Traffic Commission, and City Council	8		16	8	16		32		8	88	$ 21,360					$ 21,360
2.4	Environmental Documentation																
	CEQA Categorical Exemption			40	40	20	12	14			126	$ 33,080					$ 33,080
	CEQA Technical Reports			16	30	40	18	66	20		190	$ 41,270			$ 4,300		$ 45,570
	CEQA Public Hearings			20		8					28	$ 8,380					$ 8,380
2.5	Hydrology and Hydraulics Study	2	10	10		5	10	40			77	$ 18,115					$ 18,115
2.6	Storm Water Pollution Prevention Plan (SWPPP)	2	5		5		10	40			62	$ 13,190					$ 13,190
2.7	Preliminary Design Plans (35% PS&E)																
	Title, General Notes, Key Map (5 Sheets)	2	2			2	5	5	10		26	$ 5,605					$ 5,605
	Survey Control (6 sheets; 1”=40’)			4					20		24	$ 4,600					$ 4,600
	Typical Sections (One Sheet)		2			5			20		27	$ 5,195					$ 5,195
	Street Improvement Plans (12 sheets; 1”=20’; No Profiles)		5		10	20	30	40			105	$ 22,450					$ 22,450
	Bus Shelter Schematic Plan (One Sheet)			20				40			60	$ 13,700					$ 13,700
	Landscape Plant Palette and Schematic (2 sheets; N/A)		10				15		25		50	$ 10,800					$ 10,800
	Street and Pedestrian Lighting Plans (6 sheets; 1”=40’)	4		10				40			54	$ 12,130					$ 12,130
	Traffic Signal Modification Plans (4 sheets, 1”=20)	2		8		6	20	20			56	$ 12,550					$ 12,550
	Signing and Striping Plans (6 sheets, 1”=40)	4		10				40			54	$ 12,130					$ 12,130
	Opinion of Probable Construction Cost	2		10			20	20			52	$ 11,790					$ 11,790
	Site Visit Observation	2	5				5				12	$ 3,665					$ 3,665
Task 3	**Final PS&E Design**	**46**	**235**	**63**	**63**	**228**	**459**	**1060**	**90**		**2244**	**$ 494,100**					**$ 494,100**
3.1	60% PS&E																
	Title, General Notes, Key Map (5 Sheets)	1	1			1	2	10	5		20	$ 4,050					$ 4,050
	Survey Control (6 sheets; 1”=40’)			2					10		12	$ 2,300					$ 2,300
	Typical Sections (One Sheet)	2	2			5			20		29	$ 6,035					$ 6,035
	Street Improvement Plans (12 sheets; 1”=20’; No Profiles)		5		10	20	30	40			105	$ 22,450					$ 22,450
	Bus Shelter Schematic Plan (Three Sheets)			5				10			15	$ 3,425					$ 3,425
	Street and Pedestrian Lighting Plans (6 sheets; 1”=40’)	4				20		40			64	$ 13,580					$ 13,580
	Traffic Signal Modification Plans (4 sheets, 1”=20)	2	3	8	3	6	20	20			62	$ 14,410					$ 14,410
	Signing and Striping Plans (6 sheets, 1”=40)	2		8			20	20			50	$ 11,140					$ 11,140
	Site Visit Observation	2	5				5				12	$ 3,665					$ 3,665
	Civil Detail Plans (10 sheets; 1”=5’ and 1”=10’)	2	10			10		40			62	$ 13,990					$ 13,990
	Cross Section Sheets (5 sheets; Varies)		10			10		40			60	$ 13,150					$ 13,150
	Irrigation Notes, Schedules, and Details (3 sheets; Varies)		2				5	20			27	$ 5,345					$ 5,345
	Irrigation Plans (12 sheets; 1”=20’)		10				20	20			50	$ 11,300					$ 11,300
	Landscape Notes, Plant Schedule, and Details (3 sheets; Varies)		2				5	20			27	$ 5,345					$ 5,345
	Landscape Plans (12 sheets; 1”=20’)		10				20	20			50	$ 11,300					$ 11,300
	Opinion of Probable Construction Cost	2	10	10		15	20	30			87	$ 20,715					$ 20,715

City of Monterey Park
Monterey Pass Road Complete Streets Project

		Kimley-Horn and Associates, Inc.											Subconsultants				
	Category/Title	Sr. Professional II	Sr. Professional II	Sr. Professional I	Sr. Professional I	Professional	Analyst II	Analyst II	Analyst I	Support Staff	KH TOTAL HOURS	KH TOTAL COST	CALVADA SURVEYING COST	GROUP DELTA COST	HAMILTON CONSULTING COST	COUNTS UNLIMTED COST	TOTAL PROJECT COST
	Billing Rate	$420	$360	$325	$260	$235	$205	$180	$165	$150							
3.2	90% PS&E																
	Title, General Notes, Key Map (5 Sheets)	1	1			1	2	10	5		20	$ 4,050					$ 4,050
	Survey Control (6 sheets; 1”=40’)			2					10		12	$ 2,300					$ 2,300
	Typical Sections (One Sheet)	2	2			5			20		29	$ 6,035					$ 6,035
	Street Improvement Plans (12 sheets; 1”=20’; No Profiles)		5		10	20	30	40			105	$ 22,450					$ 22,450
	Bus Shelter Schematic Plan (Three Sheets)			5				10			15	$ 3,425					$ 3,425
	Street and Pedestrian Lighting Plans (6 sheets; 1”=40’)	2			10			40			52	$ 10,640					$ 10,640
	Traffic Signal Modification Plans (4 sheets, 1”=20)	2		8			20	20			50	$ 11,140					$ 11,140
	Signing and Striping Plans (6 sheets, 1”=40)	2	10		5	10	15	30			72	$ 16,565					$ 16,565
	Civil Detail Plans (10 sheets; 1”=5’ and 1”=10’)	2	10			10		40			62	$ 13,990					$ 13,990
	Cross Section Sheets (5 sheets; Varies)		10			10		40			60	$ 13,150					$ 13,150
	Irrigation Notes, Schedules, and Details (3 sheets; Varies)		2				5	20			27	$ 5,345					$ 5,345
	Irrigation Plans (12 sheets; 1”=20’)		10				20	20			50	$ 11,300					$ 11,300
	Landscape Notes, Plant Schedule, and Details (3 sheets; Varies)		2				5	20			27	$ 5,345					$ 5,345
	Landscape Plans (12 sheets; 1”=20’)		10				20	20			50	$ 11,300					$ 11,300
	Opinion of Probable Construction Cost	2	10				20	30			62	$ 13,940					$ 13,940
	Technical Specifications	2	10			15	20	20			67	$ 15,665					$ 15,665
3.3	100% PS&E																
	Title, General Notes, Key Map (5 Sheets)		2					10			12	$ 2,520					$ 2,520
	Survey Control (6 sheets; 1”=40’)			2				10			12	$ 2,450					$ 2,450
	Typical Sections (One Sheet)	2	2			5			20		29	$ 6,035					$ 6,035
	Street Improvement Plans (12 sheets; 1”=20’; No Profiles)		5		10	20	30	40			105	$ 22,450					$ 22,450
	Bus Shelter Schematic Plan (Three Sheets)			5				10			15	$ 3,425					$ 3,425
	Street and Pedestrian Lighting Plans (6 sheets; 1”=40’)	2			10			40			52	$ 10,640					$ 10,640
	Traffic Signal Modification Plans (4 sheets, 1”=20)	2		8			20	20			50	$ 11,140					$ 11,140
	Signing and Striping Plans (6 sheets, 1”=40)	2	10		5	10	15	30			72	$ 16,565					$ 16,565
	Civil Detail Plans (10 sheets; 1”=5’ and 1”=10’)	2	10			10		40			62	$ 13,990					$ 13,990
	Cross Section Sheets (5 sheets; Varies)		10			10		40			60	$ 13,150					$ 13,150
	Irrigation Notes, Schedules, and Details (3 sheets; Varies)		2				5	20			27	$ 5,345					$ 5,345
	Irrigation Plans (12 sheets; 1”=20’)		10				20	20			50	$ 11,300					$ 11,300
	Landscape Notes, Plant Schedule, and Details (3 sheets; Varies)		2				5	20			27	$ 5,345					$ 5,345
	Landscape Plans (12 sheets; 1”=20’)		10				20	20			50	$ 11,300					$ 11,300
	Opinion of Probable Construction Cost	2	10				20	30			62	$ 13,940					$ 13,940
	Technical Specifications	2	10			15	20	20			67	$ 15,665					$ 15,665
Task 4	**Bidding Phase Services**	**10**	**10**			**18**	**22**				**60**	**$ 16,540**					**$ 16,540**
4.1	Attend Pre-Bid Meeting	2	2			2	2				8	$ 2,440					$ 2,440
4.2	Respond to Bidder’s Questions	4	4			6	10				24	$ 6,580					$ 6,580
4.3	Review Cost Proposals and Make Recommendations	4	4			10	10				28	$ 7,520					$ 7,520
Task 5	**Construction Phase Services**	**16**	**50**		**14**		**50**				**130**	**$ 38,610**					**$ 38,610**
5.1	Provide City Support	4			4		10				18	$ 4,770					$ 4,770
5.2	Respond to RFI's	2	10		5		10				27	$ 7,790					$ 7,790
5.3	Review Shop Drawings and Material Submittals	2	10		5		10				27	$ 7,790					$ 7,790
5.4	Attend Twelve (12) Construction Meetings	4	20				10				34	$ 10,930					$ 10,930
5.5	Attend Five (5) Project Walk Throughs	4	10				10				24	$ 7,330					$ 7,330
	TOTAL HOURS	**160**	**424**	**274**	**199**	**405**	**839**	**1479**	**270**	**62**	**4112**						
	Subtotal Labor:	**$67,200**	**$152,640**	**$89,050**	**$51,740**	**$95,175**	**$171,995**	**$266,220**	**$44,550**	**$9,300**		**$ 947,870**	**$ 98,900**	**$ 55,000**	**$ 4,300**	**$ 5,000**	**$ 1,111,070**
	Other Direct Costs											**$ 14,500**					**$ 14,500**
	Mileage, Printing, Postage, Office Expense, etc.											$ 1,500					$ 1,500
	CEQA CE Expenses											$ 3,000				.	$ 3,000
	Potholing											$ 10,000					$ 10,000
	TOTAL COST:											**$ 962,370**	**$ 98,900**	**$ 55,000**	**$ 4,300**	**$ 5,000**	**$ 1,125,570**

City of Monterey Park
Monterey Pass Road Complete Streets Project

		Kimley-Horn and Associates, Inc.											Subconsultants				
	Category/Title	Sr. Professional II	Sr. Professional II	Sr. Professional I	Sr. Professional I	Professional	Analyst II	Analyst II	Analyst I	Support Staff	KH TOTAL HOURS	KH TOTAL COST	CALVADA SURVEYING COST	GROUP DELTA COST	HAMILTON CONSULTING COST	COUNTS UNLIMTED COST	TOTAL PROJECT COST
	Billing Rate	$420	$360	$325	$260	$235	$205	$180	$165	$150							
Optional Tasks																	
Task 6	**Roadway Widening Alternative**																
6.1	Community Meetings, City Traffic Commission, and City Council	12		12		12	30			20	86	$ 20,910					$ 20,910
6.2	Utility Coordination	2		10			20				32	$ 8,190					$ 8,190
6.3	Low Impact Development (LID) Report	2	10	10		20	10				52	$ 14,440					$ 14,440
6.4	Survey Monumentation	2	2				5			2	11	$ 2,885	$ 15,000				$ 17,885
6.5	Environmental Documentation (CEQA MND)			20	10	15	20	10	10		85	$ 20,175					$ 20,175
6.6	PS&E Design For Road Widening																
	Catch Basin Relocations (28 Sheets, 1"=20')	10	40	40	60	80	100	150	150		630	$ 138,250					$ 138,250
	Street Improvement Plans With Profiles (20 Sheets, 1"=20')	20	60	50	80	100	175	250	300		1035	$ 220,925					$ 220,925
	Civil Detail Plans (30 Sheets; 1"=10')	20	80	60	100	200	225	400	400		1485	$ 313,825					$ 313,825
	OPTIONAL TASKS TOTAL HOURS	**68**	**192**	**202**	**250**	**427**	**585**	**810**	**860**	**22**							
	Optional Tasks Subtotal Labor:	**$ 28,560**	**$ 69,120**	**$ 65,650**	**$ 65,000**	**$ 100,345**	**$ 119,925**	**$ 145,800**	**$ 141,900**	**$ 3,300**	**3416**	**$ 739,600**	**$ 15,000**				**$ 754,600**
	Other Optional Task Direct Cost											**$ 3,000**					**$ 3,000**
	CEQA MND Expenses											$ 3,000					$ 3,000
	OPTIONAL TASK TOTAL COST:											**$ 742,600**	**$ 15,000**				**$ 757,600**

ATTACHMENT 3

Kimley Horn and Associates, Inc. Schedule

MONTEREY PASS ROAD - PROJECT SCHEDULE

Task	Task Description	Months from NTP																													
		1		2		3		4		5		6		7		8		9		10		11		12		→							
Task 0	**Project Management**																														
0.1	Kick Off Meeting																														
0.2	Progress Meetings																														
0.3	CPM Project Schedule																														
0.4	Quality Assurance/Quality Control Plan																														
0.5	Cost Accounting																														
Task 1	**Topographic Survey, Utility Research and Project Data Collection**																														
1.1	Review Existing Documents																														
1.2	Surveying																														
1.3	Utility Coordination and Base Mapping																														
1.4	SCE Coordination																														
1.5	Geotechnical Report																														
1.6	Traffic Corridor Study																														
Task 2	**Preliminary Design and Community Outreach**																														
2.1	Conceptual Design Alternatives and Basis of Design Memorandum																														
2.2	Community Outreach Tools and Materials																														
2.3	Community Meetings, City Traffic Commission, and City Council Meetings																														
2.4	Environmental Documentation																														
2.5	Hydrology and Hydraulics Study																														
2.7	Storm Water Pollution Prevention Plan (SWPPP)																														
2.8	Preliminary Design Plans (35% PS&E)																														
Task 3	**Final PS&E Design**																														
3.1	60% PS&E																														
3.2	90% PS&E																														
3.3	100% PS&E																														
Task 4	**Bidding Phase Services**																														
4.1	Attend Pre-Bid Meeting																														
4.2	Respond to Bidder's Questions																														
4.3	Review Cost Proposals and Make Recommendations																														
Task 5	**Construction Phase Services**																														
5.1	Provide City Support																														
5.2	Respond to RFI's																														
5.3	Review Shop Drawings and Material Submittals																														
5.4	Attend Twelve (12) Monthly Construction Meetings																														
5.5	Attend Five (5) Project Walk Throughs																														
Optional Task 6	**Roadway Widening Alternative**																														
6.1	Community Meetings, City Traffic Commission, and City Council																														
6.2	Utility Coordination																														
6.3	Low Impact Development (LID) Report																														
6.4	Survey Monumentation																														
6.5	Environmental Documentation (CEQA MND)																														
6.6	PS&E Design For Road Widening																														

LEGEND

Team Production Agency Review Public Outreach

City Council Staff Report

DATE: January 15, 2025

AGENDA ITEM NO: New Business - 5A

TO: The Honorable Mayor and City Council

FROM: Diana Garcia, Assistant City Manager

SUBJECT: A Resolution of the City Council of the City of Monterey Park, California Appointing Council Representatives to Specific Organizations

RECOMMENDATION:
It is recommended that the City Council consider:

1. Adopting a Resolution appointing representatives to specific organizations; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:
The City Council generally appoints representatives to various regional and community organizations annually. Appointments are recommended by the Mayor and confirmed by the City Council.

BACKGROUND:
There are currently 10 associations/organizations requiring a City Council representative or designee. One organization, the Los Angeles County Sanitation District, requires that the Mayor be the Council representative. The alternate representative has traditionally been the Mayor Pro Tem.

At the November 1, 2023 City Council meeting, the City Council appointed Joseph Leon as the City's Representative to the San Gabriel Valley Mosquito and Vector Control District for a term of two years pursuant to Health and Safety Code §2024(a).

Attached for reference is Resolution No. 2024-R4, which lists the current appointments.

FISCAL IMPACT:
None.

Respectfully submitted by:

Diana Garcia
Assistant City Manager

Prepared by:

Cindy H. Trang
Deputy City Clerk

Reviewed by:

Inez Alvarez
City Manager

Reviewed by:

Justin A. Tamayo
Assistant City Attorney

ATTACHMENTS

1. Resolution No. 2024-R4
2. Organizations Description and Meeting Dates/Times
3. Draft Resolution

ATTACHMENT 1

Resolution No. 2024-R4

RESOLUTION NO. 2024-R4

A RESOLUTION APPOINTING CITY COUNCILMEMBERS TO SPECIFIC ORGANIZATIONS.

The City Council does resolve as follows:

SECTION 1. The City Council finds and declares that:

A. The City Council of the City of Monterey Park supports elected official representation in certain local associations and organizations.

B. These specific local associations and organizations require elected official and/or staff representation.

C. The City Council reviews all committee/organization assignments annually, and appointments are made at the recommendation of the Mayor with City Council approval.

SECTION 2. Council Members and staff are appointed to the following local associations and organizations:

Board of Education/City Council Joint Use Committee (Alhambra School District)	**Representative:**	Jose Sanchez
	Alternate:	Vinh Ngo
	Staff Representative:	City Manager or Designee
California Contract Cities Association	**Representative:**	Jose Sanchez
	Alternate:	Yvonne Yiu
Independent Cities Association	**Representative:**	Henry Lo
	Alternate:	Jose Sanchez
League of California Cities	**Representative:**	Thomas Wong
	Alternate:	Vinh Ngo
Los Angeles County Sanitation District	**Representative:**	Mayor
	Alternate:	Mayor Pro Tem

San Gabriel Valley Council of Governments	**Representative:**	Yvonne Yiu
	Alternate:	Henry Lo
San Gabriel Valley Economic Partnership	**Representative:**	Thomas Wong
	Alternate:	Vinh Ngo
San Gabriel Valley Mosquito Abatement District:	**Representative:**	Joseph Leon
Sister City Commission	**Representative:**	Vinh Ngo
	Alternate:	Jose Sanchez
Southern California Association of Governments (SCAG)	**Representative:**	Vinh Ngo
	Alternate:	Henry Lo
LAX Roundtable	**Representative:**	Henry Lo
	Alternate:	Jose Sanchez

SECTION 3. This Resolution takes effect immediately upon its adoption. The City Clerk is directed to certify to the adoption of this Resolution and enter it into the book of original Resolutions.

SECTION 4. *Electronic Signatures*. This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

PASSED, APPROVED, AND ADOPTED this 17th day of January, 2024.

Jose Sanchez, Mayor

ATTEST:

Maychelle Yee, City Clerk

APPROVED AS TO FORM:

Karl H. Berger, City Attorney

State of California)
County of Los Angeles) §
City of Monterey Park)

I, Maychelle Yee, City Clerk of the City of Monterey Park, California, do hereby certify that the foregoing Resolution No. 2024-R4 was duly and regularly adopted by the City Council of the City of Monterey Park at a regular meeting held on the 17th day of January, 2024, by the following vote:

Ayes:	Council Members:	Lo, Yiu, Ngo, Wong, Sanchez
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None
Recusal:	Council Members:	None

Dated this 17th day of January, 2024.

Maychelle Yee, City Clerk
Monterey Park, California

ATTACHMENT 2

Organizations Description and Meeting Dates/Times

Summary of Organizations

- **Board of Education/City Council Joint Use Committee (Alhambra Unified School District)** is a joint committee to share ideas and discuss joint use efforts between the City and the Alhambra Unified District to promote safety and well-being of the children attending the schools in the City. **Meetings: Varies**.

- **California Contract Cities Association (CCCA)** is a collection of member cities united for a common cause. The general purpose is to serve as a rallying point for cities contracting for municipal services to ensure constituents the best service at the minimum cost. Through municipal seminars, education, exchange of ideas and information, the association combines resources to influence policy decisions affecting its member cities. These cities band together to form a collective voice. **Meetings: CCCA Board of Directors meetings are typically held on the third Wednesday of each month at 6:00 p.m.** The location of meetings varies and rotates to member cities. More information, please visit: www.contractcities.org/.

- **Independent Cities Association (ICA)** is made up of nearly 40 member cities in the Southern California area and focuses on public safety, education, infrastructure, legislative advocacy, intergovernmental relationships, and other major issues that transcend the boundaries of its member cities. ICA holds two Annual Seminars bringing together city council members, city officials and business partners for the purpose of collaboration, networking, and knowledge exchange. The Winter Seminar (held in January) addresses public safety and the Summer Seminar (held in July) focuses on contemporary issues. **Meetings: 2nd Thursday. Meeting location varies.** For more information about this organization, please visit: www.icacities.org/.

- **League of California Cities** is an association of California city officials who work together to enhance their knowledge and skills, exchange information, and combine resources so that they may influence policy decisions that affect cities. The Los Angeles County Division is made up of 86 cities within Los Angeles County and provides members with the opportunity to exchange ideas and information and share the advantages of cooperative advocacy. The LA County Division holds general membership meetings at various times throughout the year. **Meetings vary** and details can be found at www.calcities.org/los-angeles-county-division**.** For more information about this organization, please visit www.cacities.org/.

- **Los Angeles County Sanitation District #2** is a public agency focused on converting waste into resources like recycled water, energy and recycled materials. The agency consists of 24 independent special districts serving about 5.6 million people in Los Angeles County. The service areas in the map below cover approximately 850 square miles and encompasses 78 cities and unincorporated areas in the county. The LA County Sanitation District #2 requires that the Mayor be the Council representative. The alternate representative has traditionally been the Mayor Pro Tem. **Meetings are hybrid and are held on the 2nd Wednesdays at 1:30 p.m. and held at 1955 Workman Mill Rd., Whittier and via Zoom.** For more information about this organization, please visit, www.lacsd.org.

- **San Gabriel Valley Council of Governments (SGVCOG)** is a joint powers authority made up of representatives from 30 cities, 3 Los Angeles County Supervisorial Districts, and the 3 Municipal Water Districts located in the San Gabriel Valley. The SGVCOG serves as a regional voice for its member agencies and works to improve the quality of life for the more than 2 million residents living in the San Gabriel Valley. The SGVCOG works on issues of importance to its member agencies, including transportation, homelessness, the environment, and water, and seeks to address these regionally. **Meetings are held on the 3rd Thursday of each month at 4 p.m. at the SGVCOG Monrovia Office, 3rd Floor, 1333 S. Mayflower Ave, Suite #360, Monrovia.** For more information about this organization, please visit www.sgvcog.org.

- **San Gabriel Valley Economic Partnership** reflect the growing and broad membership including business, local government, colleges, and universities and non-profit organizations committed to the mission of advancing the economic vitality and quality of life of the San Gabriel Valley. **Meeting dates and time vary.** For more information about this organization, please visit www.sgvpartnership.org/.

- **San Gabriel Valley Mosquito & Vector Control District** is a public health agency that provides ongoing mosquito and vector control from the San Gabriel Mountain foothills to the 26 cities in the San Gabriel Valley. **Meetings are held on the 2nd Friday of each month at 7:00 a.m. at the District's offices located at 1145 N. Azusa Canyon Road, West Covina.** For more information about this organization, please visit www.sgvmosquito.specialdistrict.org.

- **Southern California Association of Governments (SCAG)** is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. **Regional Council meetings are hybrid and are held on the 1st Thursday of each month at 12:00-2:00 p.m. at the SCAG Offices located at 900 Wilshire Blvd. Ste. 1700, Los Angeles or via Zoom.** For more information about this organization, please visit www.scag.ca.gov.

- **LAX/Community Noise Roundtable** was created in September 2000 to provide an interactive forum to address current aircraft noise issues associated with aircraft operations to, from and at Los Angeles International Airport. Membership of the Roundtable consists of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the airlines and LAWA. This forum provides a mechanism to identify and address noise concerns by recommending courses of action to LAWA, the FAA, or other responsible entity that could reduce noise over affected communities. **The Roundtable currently meets on the 3rd Wednesday of every odd numbered month and may schedule additional meetings as needed and held via video conference until further notice.** For more information about this organization, please visit www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/community-noise-roundtable.

ATTACHMENT 3

Draft Resolution

RESOLUTION NO.

A RESOLUTION APPOINTING CITY COUNCILMEMBERS TO SPECIFIC ORGANIZATIONS.

The City Council does resolve as follows:

SECTION 1. The City Council finds and declares that:

A. The City Council of the City of Monterey Park supports elected official representation in certain local associations and organizations.

B. These specific local associations and organizations require elected official and/or staff representation.

C. The City Council reviews all committee/organization assignments annually, and appointments are made at the recommendation of the Mayor with City Council approval.

SECTION 2. Council Members and staff are appointed to the following local associations and organizations:

Board of Education/City Council Joint Use Committee (Alhambra School District)	**Representative:**	
	Alternate:	
	Staff Representative:	City Manager or Designee
California Contract Cities Association	**Representative:**	
	Alternate:	
Independent Cities Association	**Representative:**	
	Alternate:	
League of California Cities	**Representative:**	
	Alternate:	
Los Angeles County Sanitation District	**Representative:**	Mayor
	Alternate:	Mayor Pro Tem

San Gabriel Valley Council of Governments	**Representative:** **Alternate:**
San Gabriel Valley Economic Partnership	**Representative:** **Alternate:**
San Gabriel Valley Mosquito Abatement District:	**Representative:** Joseph Leon
Southern California Association of Governments (SCAG)	**Representative:** **Alternate:**
LAX Roundtable	**Representative:** **Alternate:**

SECTION 3. *Severability*. If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provision or application and, to this end, the provisions of this Resolution are severable.

SECTION 4. This Resolution takes effect immediately upon its adoption. The City Clerk is directed to certify to the adoption of this Resolution and enter it into the book of original Resolutions.

SECTION 5. *Electronic Signatures*. This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 6: *Recordation*. The Mayor, or presiding officer, is authorized to sign this Resolution signifying its adoption by the City Council of the City of Monterey Park and the City Clerk, or her duly appointed deputy, may attest thereto.

PASSED, APPROVED, AND ADOPTED this 15th day of January, 2025.

Vinh Ngo, Mayor

ATTEST:

Maychelle Yee, City Clerk

APPROVED AS TO FORM:
Karl H. Berger, City Attorney

Justin A. Tamayo, Assistant City Attorney

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK, CALIFORNIA, DECLARING THE MONTH OF JANUARY 2025 AS NATIONAL HUMAN TRAFFICKING PREVENTION MONTH

BE IT RESOLVED by the Council of the City of Monterey Park as follows:

SECTION 1: The City Council finds as follows:

A. Human trafficking is a public health issue and crime that exploits the most vulnerable among us and weakens the health and well-being of individuals, families, and communities across generations.

B. An estimated 27.6 million people are subjected to human trafficking globally, including cases of human trafficking reported in every U.S. state and territory.

C. Human trafficking can happen to anyone, but certain populations are disproportionately at risk, including people affected by abuse, violence, poverty, unstable living situations, social disconnection, or discrimination.

D. People can be trafficked in person and online; in industries such as restaurants, domestic work, construction, agriculture, and factories; and by strangers or someone they know, including employers, partners, and family members.

E. Human trafficking can be prevented by building individual, community, and societal understanding and resilience, reducing social inequities, and addressing the conditions that contribute to exploitation.

F. Promoting awareness is crucial to the prevention and elimination of human trafficking within our City and an informed community is better equipped to identify and report instances of human trafficking, support victims, and collaborate with law enforcement agencies and non-profit organizations.

G. A successful response to human trafficking requires a coordinated, community-wide effort and the City of Monterey Park is dedicated to ensuring anyone impacted by human trafficking can receive services that provide individualized care, understand the impact of trauma, and incorporate cultural and linguistic needs.

H. The City of Monterey Park takes proactive steps to prevent and address human trafficking by providing important information and resources to residents about their rights, and works with local and regional non-profit organizations, government agencies and community based groups to provide resources, including mental health and wellness support, legal services, food assistance, peer support, vaccinations and screenings, and public benefit enrollment to at-risk populations.

I. The City Council of Monterey Park hereby recognizes January 2025 as National Human Trafficking Prevention Month and encourages all residents, businesses, schools, and community organizations to participate in events, educational programs, and initiatives aimed at raising awareness about human trafficking and supporting efforts to combat it.

SECTION 2: *Electronic Signatures*. This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 3: *Recordation*. The Mayor, or presiding officer, is authorized to sign this Resolution, signifying its adoption by the City Council of the City of Monterey Park, and the City Clerk, or her duly appointed deputy, may attest thereto.

SECTION 4: *Effective Date.* This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED AND ADOPTED this 15th day of January 2025.

_____
Vinh Ngo, Mayor

Attest:

_____
Maychelle Yee, City Clerk